The China Mail.

Established February, 1845.

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AGENTS FOR THE *CHINA MAIL*.

LONDON:—F. ALGAR, 11 & 12, *Clement's Lane, Lombard Street*, E.C. GEORGE STREET & Co., 30, *Cornhill*. GORDON & GOTCH, *Ludgate Circus*, E.C. BATES HENDY & Co., 37, *Walbrook*, E.C. SAMUEL DEACON & Co., 150 & 154, *Leadenhall Street*. W. M. WILIS, 151, *Cannon Street*, E.C. ROBERT WATSON, 15½, *Fleet Street*.

PARIS AND EUROPE:—AMEDEE PRINCE, 36, *Rue Lafayette, Paris*.

NEW YORK:—J. STEWART HAPPER, THE CHINESE EVANGELIST OFFICE, 52, *West 22d Street*.

SAN FRANCISCO and American Ports generally:—BEAN & BLACK, *San Francisco*.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTCH, *Melbourne and Sydney*.

CEYLON:—W. M. SMITH & Co., THE APOTHECARIES Co., *Colombo*.

SINGAPORE, STRAITS, &c.:—SAYLE & Co., *Square, Singapore*. C. HEINSZEN & Co., *Manila*.

CHINA:—*Macao*, F. A. DE CRUZ. *Swatow*, QUELOH & Co. *Amoy*, N. MOALLE. *Foochow*, HEDGE & Co. *Shanghai*, LANE, CRAWFORD & Co., and KELLY & WALSH. *Yokohama*, LANE, CRAWFORD & Co., and KELLY & Co.

Banks.

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3: Saturdays, 10 to 1.

2.—Sums less than $1, or more than $250 at one time will not be received. No depositor may deposit more than $2,500 in any one year.

3.—Depositors in the Savings' Bank having $100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3½ per cent. per annum will be allowed to depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank if marked *On Hongkong Savings' Bank Business* is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the HONGKONG & SHANGHAI BANKING CORPORATION,
THOMAS JACKSON,
Chief Manager.

Hongkong, May 13, 1890. 751

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, ... $7,500,000
RESERVE FUND, ... $4,600,000
RESERVE LIABILITY OF PROPRIETORS, ... $7,500,000

COURT OF DIRECTORS.

Chairman—H. L. DALRYMPLE, Esq.
Deputy Chairman—J. S. MOSES, Esq.
T. E. DAVIES, Esq. | Hon. A. P. MCEWEN.
W. H. FORBES, Esq. | S. C. MICHAELSEN, Esq.
H. HOPPIUS, Esq. | L. POESNECKER, Esq.
Hon. J. J. KESWICK. | D. R. SASSOON, Esq.
ALEX. MCCONACHIE, Esq.

CHIEF MANAGER.
Hongkong, ... T. JACKSON, Esq.
MANAGER.
Shanghai, ... JOHN WALTER, Esq.
LONDON BANKERS,—*London and County Bank.*

HONGKONG.
INTEREST ALLOWED.
ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.
On Fixed Deposits:—
For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.
THOMAS JACKSON,
Chief Manager.

Hongkong, May 13, 1890. 363

Notices of Firms.

CRUICKSHANK & Co., LIMITED.

MR. JAMES STEPHEN has been appointed GENERAL MANAGER of the above-named Company from the 1st of June next. Until that date he will conduct the business as Acting Manager.
WM. CRUICKSHANK,
General Manager.

Hongkong, May 23, 1890. 953

THE TRUST & LOAN COMPANY OF CHINA, JAPAN, AND THE STRAITS, LIMITED.

MR. DE WESTLEY LAYTON has been appointed SECRETARY of the Company's Branch Office in Hongkong.
By Order of the Board of Directors,
WM. H. FORBES,
Chairman of Hongkong Committee.

Hongkong, May 3, 1890. 831

SAILOR'S HOME.

ANY Cast-off CLOTHING, BOOKS, or Papers will be thankfully received at the Sailor's Home, West Point.

Hongkong, July 26, 1887.

Intimations.

NOTICE OF CALL.

THE BORNEO HOTEL AND STORES COMPANY, LIMITED.

NOTICE is hereby given that the FIRST CALL of TEN DOLLARS per Share in this Company is payable at the OFFICE of the CHINA BORNEO Co., LIMITED, Sandakan or Hongkong, on the 15th day of June, 1890, after which date INTEREST at the Rate of 12 % per Annum will be charged.
By Order of the Board of Directors,
CECIL FABRIS,
Secretary.

Hongkong, May 29, 1890. 983

THE PUNJOM AND SUNGHIE DUA SAMANTAN MINING COMPANY, LIMITED.

THE Fourth Ordinary Half-Yearly MEETING of SHAREHOLDERS in the above Company, will be held at the Company's OFFICE, No. 9, Queen's Road Central, on the 16TH OF JUNE, 1890, at 4 p.m., for the purpose of receiving the Report of the Directors, together with a Statement of Accounts to the 30th September, 1889.
The Transfer BOOKS will be CLOSED from the 3rd to 16th June, both days inclusive.
A. O'D. GOURDIN,
Secretary.

Hongkong, May 29, 1890. 981

CALDBECK, MACGREGOR & Co., WINE MERCHANTS, SPIRIT MERCHANTS, ALE & STOUT MERCHANTS.
HONGKONG, 13, Queen's Road.
SHANGHAI, 7, Foochow Road.
LONDON, 101, Leadenhall Street.

Hongkong, May 29, 1890. 979

GOVERNMENT NOTIFICATION.

THE PRAYA RECLAMATION WORKS having been commenced, MASTERS OF VESSELS, LAUNCHES, JUNKS and other CRAFT, are informed that the line of the Praya Wall where commenced is marked by timber piles, and that if they approach the line of the New Works, or pass within it, they must do so with caution and at their own risk and peril.
S. BROWN,
Surveyor General.

Surveyor General's Office,
20th May, 1890. 976

ROWLANDS'
KALYDOR cools and refreshes the face and hands of all exposed to the hot sun and dust, eradicates freckles, sunburn, tan, &c., and produces a beautiful and delicate complexion.
ODONTO whitens the teeth, prevents decay, and gives a pleasing fragrance to the breath.
MACASSAR OIL preserves and beautifies the hair, and can be also had in a golden colour. Sizes 3/6; 7/-; 10/6.
Ask Chemists for Rowlands' articles, of 20, Hatton Garden, London.

Wholesale and Retail Agents for China: A. S. WATSON & Co., Shanghai. 1239

THE HONGKONG ELECTRIC COMPANY LIMITED.

NOTICE is hereby given to HOLDERS of SHARES in the above Company on which the Call of ($4) Four Dollars per share due 16th November, 1889, is still unpaid, that unless the said Call, with INTEREST at the Rate of 12 PER CENT. per Annum, from the due date, be PAID ON OR BEFORE THE 31ST DAY OF MAY NEXT, at the Company's OFFICES, 6, Ice House Lane, the Shares in respect of which such Call was made will be liable to be forfeited, and under the Provisions of Article X Sub-section VIII of the Articles of Association, the Board will pass the necessary Resolutions for the forfeiture of the said Shares.
By Order of the Board of Directors,
CHAS. F. HARTON,
Acting Secretary.

Hongkong, May 15, 1890. 900

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

SUBSCRIBED CAPITAL, ... $5,000,000
PAID-UP CAPITAL, ... 2,500,000
RESERVE FUND, ... 1,250,000

Board of Directors:
HON. J. J. KESWICK, CHAIRMAN. } *Managing Directors.*
HON. C. P. CHATER, VICE-CHAIRMAN. }
LEE SING, Esq.
S. C. MICHAELSEN, Esq.
J. S. MOSES, Esq.
G. E. NOBLE, Esq.
POON PONG, Esq.
D. R. SASSOON, Esq.

Bankers:
THE HONGKONG AND SHANGHAI BANKING CORPORATION.

MONEY ADVANCED on MORTGAGE, on LAND or BUILDINGS, PROPERTIES PURCHASED AND SOLD.

Estates managed, and all kinds of Agency and Commission Business relating to Land, &c., conducted.

Full Particulars can be obtained at the Company's OFFICES, No. 5, Queen's Road Central.
A. SHELTON HOOPER,
Secretary.

Victoria Buildings,
Hongkong, 3rd May, 1889. 844

WASHING BOOKS.
(In English and Chinese.)
WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office.—Price, $1 each.
CHINA MAIL Office.

Intimations.

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that A SPECIAL or EXTRAORDINARY GENERAL MEETING of the SHAREHOLDERS of this Company will be held at the CITY HALL, Hongkong, on SATURDAY, the 31st day of May next, at Noon, for the purpose of considering, and if approved, of passing the following Resolutions:—

1—That the Capital of the Hongkong and Shanghai Banking Corporation be increased from $7,500,000 to $10,000,000 by the creation of 20,000 New Shares of $125, to be issued at the price of £42 10s. Eastern Shareholders to pay for their allotments at the current rate of the day for Demand Bills on London.

2—That the said New Shares be in the first instance, in such manner as the Directors shall prescribe for that purpose, offered to the Shareholders in the proportion of one New Share for every three Shares of which on the 31st May, 1890, they shall respectively be the Registered Holders, and that any New Shares not accepted by the Shareholders within the time limited by the Directors for that purpose, be disposed of and allotted by the Directors in such manner and at such price as in their discretion they shall think best in the interest of the Company.

3—That payment of the sum of £42 10s. per share for each of the said New Shares be made as follows, viz:—
£10 12s. 6d. on the 30th of June, 1890
£10 12s. 6d. " 30th " Sept., "
£10 12s. 6d. " 31st " Dec., "
£10 12s. 6d. " 31st " March, 1891

4—That the Directors issue to Shareholders holding shares not a multiple of Three a Fractional certificate in respect of each share in excess of or below such multiple, and allot one new share to every person who shall produce three such Fractional Certificates on or before the 30th June, 1890, and pay the first instalment in respect thereof.

5—That after payment of the first instalment and pending payment of the future instalments, Scrip Certificates in such form as the Directors may determine be issued in respect of such New Shares, entitling the Holders on payment of the remaining instalments, and subject to such other terms as to approval, date for lodging Scrip Certificates, and otherwise as the Directors may prescribe, to be registered as the Holders of the Shares represented by such Scrip Certificates respectively.

6—That interest at the rate of 5 per cent. per annum (free of income tax) be allowed out of the profits of the Company on all instalments paid in advance of the dates when the same become due and that from the 30th June, 1890, Holders of Scrip Certificates be entitled to participate in future dividends, in proportion to the amount of instalments paid up, on an equality with the other Shareholders of the Company.

7—That interest at the rate of 8 per cent. per annum be charged on every instalment which shall not be punctually paid, and be paid with such instalments.

8—That all moneys received from premiums on the said New Shares be added to the Reserve Fund.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
WADE GARDNER,
Acting Chief Manager.

Hongkong, April 8, 1890. 655

MRS. FALCONER has VACANCIES for GENTLEMEN RESIDENT BOARDERS at Kowloon.
Kowloon, 5th February, 1890. 235

THE TRUST & LOAN COMPANY OF CHINA, JAPAN, AND THE STRAITS, LIMITED.

CAPITAL SUBSCRIBED £1,000,000
RESERVE FUND £40,000

BOARD OF DIRECTORS:
WM. KESWICK (Messrs. Jardine, Matheson & Co.), *Chairman.*
ADOLF VON ANDRE (Messrs. André, Mendel & Co.)
EGBERT IVESON (Messrs. Iveson & Co.)
DAVID MCLEAN (Hongkong & Shanghai Banking Corporation).
S. WYLLIE POMEROY (Messrs. Russell & Co.)
F. D. SASSOON (late Messrs. David Sassoon Sons & Co.)
H. D. STEWART (Messrs. Stewart, Thomson & Co.)

HONGKONG COMMITTEE:
W. H. FORBES (Messrs. Russell & Co.), *Chairman.*
Hon. J. J. KESWICK (Messrs. Jardine, Matheson & Co.)
Hon. C. P. CHATER.

This Company is now prepared to make Loans or advances upon all kinds of Goods and upon approved Securities; and to transact the business provided for in the Memorandum of Association.
For information, terms of business, &c., apply to
DE WESTLEY LAYTON,
Secretary,
Victoria Buildings, Queen's Road.

Hongkong, May 3, 1890. 832

HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LTD.

SUMMER TIME TABLE.
(To take effect from 1st May.)

WEEK DAYS.
8 a.m. to 10 a.m. every quarter of an hour.
12 (noon), 1 p.m. " " "
1 p.m. " 2 p.m. " half hour.
4 p.m. " 8 p.m. " quarter of an hour.

THURSDAYS.
NIGHT TRAMS at 10.30 and 11 p.m.

SUNDAYS.
CHURCH TRAMS at 10.40 a.m.
12 (noon) to 2 p.m. every quarter of an hour.
4 p.m. " 8 p.m. " " "
9 p.m., 10 p.m., 10.30 p.m., 11 p.m.

Special CARS may be obtained on application to the SUPERINTENDENT.
Single Tickets are sold in the Cars; Five-Cent Coupons and REDUCED TICKETS at the Office.
MACKEWEN, FRICKEL & Co.,
General Managers.

Hongkong, April 29, 1890. 709

Business Notices.

LANE, CRAWFORD & Co.

HAVE NOW RECEIVED THEIR NEW STOCK OF
GENTLEMEN'S OUTFITTING SUNDRIES.
SUMMER UNDERSHIRTS, PANTS & HALF-HOSE,
NEW DRESS SHIRTS.
LONG CLOTH SHIRTS, Zephyr SHIRTS, French Print SHIRTS, Oxford SHIRTS, Silk and Gauze Flannel Tennis SHIRTS.
COLLARS, HANDKERCHIEFS, SCARVES, TIES and CRAVATS.
WATERPROOF COATS, APRONS and UMBRELLAS.
MEN'S Bathing SUITS and DRAWERS, LADIES' Bathing COSTUMES, TOWELS, Bath GOWNS, Bath BLANKETS, Bath GLOVES and Flesh BRUSHES.
Sun UMBRELLAS, Sun HATS, Straw HATS, Felt HATS, BOOTS & SHOES.

NEW TOILET REQUISITES.
PRICKLY HEAT SOAP, CARBOLIC SOAPS, Pear's SOAPS, EAU DE COLOGNE, NEW PERFUMES, TOILET VINEGAR, LAVENDER WATER, KALYDOR, Pierd's DENTIFRICE, EAU DE QUININE, HAIR WASH, LIME JUICE and GLYCERINE, &c., &c.
"ANTI-CALCAIRE" for softening hard water.

LANE, CRAWFORD & Co.

Hongkong, May 29, 1890. 978

Victoria Hotel,
Praya and Queen's Road, Central, Hongkong.

THIS Extensive and well-appointed Establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c., has recently been much enlarged and improved and is now ONE of the principal HOTELS in the place.
The ROOMS are spacious, well ventilated and have just been refurnished in a most comfortable and handsome manner, suited to the requirements of the Far East.
The Accommodation and Service of every kind will be found to be of the best description.
An ample and varied TABLE D'HOTE is always provided and served in the spacious, large DINING HALL.
The HOTEL also contains handsome and comfortable Reception, READING, BILLIARD and SMOKING ROOMS.
The HOTEL is unsurpassed for comfort, convenience and quick service.
Continental languages are spoken.
MESSRS. DORABJEE & HING KEE,
Proprietors.

Hongkong, September 16, 1885. 1612

MARINE HOTEL,
HONGKONG.

THE Undersigned begs to notify the Public of Hongkong and the Coast Ports, that he will OPEN the MARINE HOTEL, on or about the 1st May,
THIS FIRST-CLASS HOTEL
Is situated on the Praya, West, opposite the OLD P. & O. WHARF, and is newly built after the designs of the LARGEST EUROPEAN HOTELS—the BEDROOMS, BATH-ROOMS, &c., are commodious, well Ventilated and well Furnished, and are suitable for Single or Married Persons. The DINING ROOM is large and looks on the Harbour.
The TABLE D'HOTE will be supplied with the best the market can provide.
The BAR and BILLIARD ROOMS are on the Ground Floor, and will be fitted up in superior style. ENGLISH AND AMERICAN TABLES.
WINES and LIQUORS of the best qualities and Brands *only* will be supplied.
The Undersigned therefore begs the patronage of the Public, hoping to give every satisfaction.
JAS. EDWARDS, *Proprietor.* 521

STOCK-TAKING SALE.
REDUCED PRICES.
FOR CASH ONLY.
TROPICAL TWEED COATS & PANTS, $13.50.
DRESS SUITS, from $20.00.
LINEN, DRILLS & DUCK SUITS.
FLANNEL, SERGE & MERINO.
FRENCH CAMBRIC PRINTED SHIRTING.
WATERPROOF COATS & INVERNESS CAPES, from $5.
Do. LEGGINGS & OVER SHOES.
ENGLISH-MADE BOOTS & SHOES.
UMBRELLAS, SUMMER UNDERCLOTHING in all Materials.
HANDKERCHIEFS, &c., &c., &c.

914 ROBERT LANG & Co.

W. POWELL & Co.
EX STEAMSHIP *ROSETTA.*
A SPLENDID ASSORTMENT OF
NEW SUMMER DRESS MATERIALS,
WHITE AND COLOURED.
LADIES' AND CHILDREN'S PITH HATS.
W. POWELL & Co.

VICTORIA EXCHANGE, May 13, 1890. 886

Intimations.

HONGKONG RIFLE ASSOCIATION.

THE KWOON KWAN YEEN CHALLENGE CUPS—Value $200 and $100 respectively. Also TWO CONSOLATION CUPS, value $100 each. The 1ST STAGE of the TENTH COMPETITION will take place on SATURDAY NEXT, the 31st Instant, at 3.30 p.m., commencing at 300 Yards. Entrance Fee, 30 Cents.
A Launch will leave the P. & O. Wharf at 3.15 p.m., to take over intending Competitors. The Second Stage will be shot off on *Saturday*, the 7th June.
C. VIVIAN LADDS,
Hon. Secretary.

Hongkong, May 26, 1890. 967

IN THE SUPREME COURT OF HONGKONG.

In the Matter of the Estate of HERRMANN PAULSEN, *Deceased.*

NOTICE is hereby given that the Honorable THE ACTING CHIEF JUSTICE having, in virtue of Section 3 of Ordinance 9 of 1870, made an Order limiting to the 1st day of August next, the time for sending in CLAIMS against the said Estate,
All Creditors are hereby required to send in their CLAIMS to the Undersigned before the said date.
Dated this 27th day of May, 1890.
EDW. J. ACKROYD,
Registrar.

973

Insurances.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
NORTON & Co.,
Agents.

Hongkong, July 15, 1887. 1340

THE INDIAN IMPERIAL MARINE INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed AGENTS for the above Company, are prepared to Accept MARINE RISKS at Current Rates.
GIBB, LIVINGSTON & Co.

Hongkong, November 4, 1889. 2113

Notices to Consignees.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship *Kutsang*, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN Co., LD., at West Point, whence delivery may be obtained.
Cargo remaining undelivered after the 2nd June will be subject to rent.
No Fire Insurance has been effected.
Consignees are requested to present all Claims for damages and/or shortages not later than the 9th June, otherwise they will not be recognized.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, May 27, 1890. 971

BRITISH STEAMER *HANKOW*,
Capt. WEST, FROM LONDON, PENANG AND SINGAPORE.

CONSIGNEES of Cargo by the above Steamer are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods from alongside.
Cargo impeding the discharge will be at once landed and stored at Consignees' risk and expense.
SIEMSSEN & Co.,
Agents.

Hongkong, May 27, 1890. 972

JUST PUBLISHED—*Price, 50 Cents.*

MISSION ETRANGERES: History of the Churches of India, Burmah, Siam, China, Japan, &c., &c., &c.
TRANSLATED BY
E. H. PARKER, Esq.,
H.B.M.'s Consular Service.

To be had of Messrs. LANE, CRAWFORD & Co.; Messrs. KELLY & WALSH (LD.); and Mr. W. BREWER; and at the *China Mail* Office.

Hongkong, November 6, 1889. 2132

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on
SATURDAY,
the 31st day of May, 1890, at 2 p.m., at his Sales Rooms, Queen's Road,—
EMBROIDERED CREPE SHAWLS, CUSHION COVERS, SILK HANDKERCHIEFS, CHECK SILKS, &c.
SILVER MOUNTED IVORY WALKING STICKS and SUNDRY IVORY WARE.
GOLD MOUNTED SETS of BROOCHES and EARRINGS, BRACELETS, SILVER JEWEL BOXES, &c.
TORTOISE SHELL, IVORY and SANDALWOOD MOUNTED FANS and SUNDRY OTHER GOODS.
SOME SUPERIOR OOLONG TEA.
TERMS OF SALE.—Cash on delivery. All Lots, &c.
J. M. ARMSTRONG,
Auctioneer.

Hongkong, May 26, 1890. 966

For Sale.

FOR SALE.

A SEMI-GRAND PIANO, by COLLARD & COLLARD. Made expressly for the climate.
Apply to
LANE, CRAWFORD & Co.

Hongkong, April 29, 1890. 793

FOR SALE.
AT THE PEAK.

'THE FALLS' on R. B. L. No. 28.—A Well-built SIX-ROOMED HOUSE, at present let on Lease for one year.
For full Particulars, apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.

Hongkong, November 12, 1889. 2153

To Let.

TO BE LET.

FIRST FLOOR of No. 3, BLUE BUILDINGS.—From 1st June.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.
Victoria Buildings,

Hongkong, April 29, 1890. 803

TO LET.

1ST FLOOR of HOUSE, No. 15, PRAYA CENTRAL.
2ND FLOOR of HOUSE, No. 64, QUEEN'S ROAD CENTRAL.
Apply to
LAI HING & Co.,
No. 153, Queen's Road Central.

Hongkong, March 21, 1890. 529

TO LET.

ONE Large ROOM on the GROUND FLOOR of No. 13, Praya Central. Suitable for an Office.
Apply to
G. C. ANDERSON,
13, *Praya Central.*

Hongkong, March 28, 1890. 574

TO LET.

NO. 55, PEEL STREET.
Apply to
EDWARD GEORGE.

Hongkong, May 23, 1890. 58

TO LET.

THE HOUSE No. 1, MAGDALEN TERRACE, Magazine Gap, lately in occupation of Mr. LIND. Rent, $100 a month.
Apply
JOHN J. FRANCIS.

Hongkong, May 14, 1890. 893

TO LET.

ROOMS in 'COLLEGE CHAMBERS,' No. 9, SEYMOUR TERRACE.
'STONEHENGE,' ROBINSON ROAD, from 1st May.
Apply to
DAVID SASSOON, SONS & Co.

Hongkong, April 1, 1890. 93

HONGKONG ICE COMPANY, LTD.

TO LET.

THAT Suite of OFFICES on the FIRST FLOOR of the Company's Premises in ICE HOUSE LANE, at present occupied by Messrs. Holliday, Wise & Co., with *entrance from Queen's Road.* Possession from 1st March next.
Also,
TWO GODOWNS on the GROUND FLOOR which can be let in connection with the above Office, or separately as desired.
And
With immediate possession, ONE ROOM on the FIRST FLOOR of the same Premises, suitable for an OFFICE, with entrance from the *South side of the Building.*
For Full Particulars, apply to the MANAGER at the Depôt, or to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, January 27, 1890. 167

TO LET.

NO. 3, MORRISON HILL.
Entry, 1st June.
Apply to
G. C. ANDERSON,
13, *Praya Central.*

Hongkong, April 22, 1890. 752

TO LET—FULLY FURNISHED.

TOP FLOOR No. 1, BLUE BUILDINGS, for Two or Three Months during Summer.
Apply Captain GARDINER.

Hongkong, May 5, 1890. 839

TO LET.

A HOUSE in WEST TERRACE. Immediate Entry.
Apply to
G. C. ANDERSON,
13, *Praya Central.*

Hongkong, May 3, 1890. 591

Shipping.

Steamers.

STEAM TO YOKOHAMA, *VIA* NAGASAKI AND KOBE.
(Passing through the INLAND SEA.)
The P. & O. S. N. Co.'s Steamship
Ancona,
Captain W. D. MUDIE,
will leave for the above places on SATURDAY, the 31st Inst., at Daylight.
E. L. WOODIN,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, May 23, 1890. 955

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, SINGAPORE AND BANGKOK.
The Company's Steamer
Chow Fa,
Capt. F. W. PHILLIPS, will be despatched for the above Ports on SATURDAY, the 31st Inst., at Noon.
For Freight or Passage, apply to
YUEN FAT HONG,
Agents.

Hongkong, May 27, 1890. 969

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.
The Co.'s Steamship
Kutsang,
Captain YOUNG, will be despatched as above on SATURDAY, the 31st Instant, at 3 p.m.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, May 27, 1890. 970

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR PAKHOI AND HAIPHONG.
The Co.'s Steamship
Arethuse,
Captain AUBERT, will be despatched for the above Ports on SATURDAY, the 31st Inst., at 3 p.m.
For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.

Hongkong, May 26, 1890. 963

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHOW.
The Co.'s Steamship
Namoa,
Captain POCOCK, will be despatched for the above Ports on SUNDAY, the 1st June, at Daylight.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, May 29, 1890. 980

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.
The Co.'s Steamship
Natal,
Captain BRETEL, will be despatched for the above Ports on or about WEDNESDAY, the 4th June.
G. DE CHAMPEAUX,
Agent.

Hongkong, May 29, 1890. 982

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.
The Co.'s Steamship
Kwongtung,
Captain SELLAR, will be despatched as above on or about the 7th of June.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, May 24, 1890. 961

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON.
The Co.'s Steamship
Chingwo,
J. STAINTON, Comm'der, will be despatched as above on or about the 9th June.
For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, May 27, 1890. 939

Sailing Vessels.

FOR NEW YORK.
The 3/3 L.I.I. British Barque
Patagonia,
HIBBERT, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.

Hongkong, April 5, 1890. 645

FOR SAN FRANCISCO.
The 3/3 L.I.I. American Ship
William H. Macy,
AINSLIEY, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.

Hongkong, March 12, 1890. 457

To-day's Advertisements.

SOCIÉTÉ FRANÇAISE DES CHARBONNAGES DU TONKIN.

THE General MEETING of SHAREHOLDERS advertised to take place at Noon, has been POSTPONED to THREE o'CLOCK TO-MORROW AFTERNOON.

C. GEORG,
Secretary.

Hongkong, May 30, 1890. 986

TO LET.

HOUSE No. 6, QUEEN'S GARDENS. From 1st July.

Apply to
G. C. ANDERSON,
13, *Praya Central.*

Hongkong, May 30, 1890. 989

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA *VIA* AMOY.

The Co.'s Steamship *Diamante*, Capt. G. TAYLER, will be despatched for the above Port on MONDAY, the 2nd June, at 4 p.m.

For Freight or Passage, apply to
RUSSELL & Co.,
General Managers.

Hongkong, May 30, 1890. 987

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

FOR BANGKOK (DIRECT.)

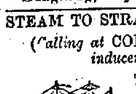
The Company's Steamer *Phra Chom Klao*, Captain J. FOWLER, will be despatched for the above Port on TUESDAY, the 3rd of June, at Daylight.

For Freight or Passage, apply to
YUEN FAT HONG,
Agents.

Hongkong, May 30, 1890. 985

STEAM TO STRAITS AND BOMBAY.

(*Calling at* COLOMBO *if sufficient inducement offers.*)



The P. & O. S. N. Co.'s Steamship *Teheran*, Capt. C. D. SAMS, R.N.R., will leave for the above places on SATURDAY, the 7th June, at Daylight.

E. L. WOODIN,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, May 30, 1890. 994

FOR SINGAPORE, HAVRE AND HAMBURG.

(*Taking Cargo at through rates to* ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, LONDON, LIVERPOOL *and* BREMEN.)

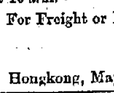
The Steamship *Oceana*, Captain G. PETERSEN, will be despatched for the above Ports on MONDAY, the 9th June, at 10 a.m.

For Freight or Passage, apply to
SIEMSSEN & Co.,
Agents.

Hongkong, May 30, 1890. 990

OCEAN STEAMSHIP COMPANY.

FOR LONDON *VIA* SUEZ CANAL.



The Co.'s Steamship *Dardanus*, Captain PURDY, will be despatched as above on MONDAY, the 9th Proximo.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, May 30, 1890. 992

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY & MELBOURNE.

The Co.'s Steamship *Taiyuan*, R. NELSON, Commander, will be despatched as above on THURSDAY, the 12th Proximo, at 5 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon and Cabins are situated forward of the Engines. Second Class Passengers are berthed in the Poop. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage. A duly qualified Surgeon is carried.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, May 30, 1890. 993

FOR NEW YORK.

The 3/3 *L.l.l.* British Ship *Charles S. Whitney*, SPICER, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.

Hongkong, May 30, 1890. 988

DAKIN BROTHERS OF CHINA, LIMITED,
CHEMISTS.

AERATED WATERS.

Our Plant comprises the latest improvements, and is one of the most complete and efficient ever shipped from England.

The Purity of the water is certified by analysis.

The construction of the machinery and system of manufacture in force ensures cleanliness and absence of all contamination in the finished waters.

The quality of the Soda Water is equal to that of the best English makers.

The Flavour of the syruped waters is equal to any produced in England or abroad.

DAKIN'S AERATED SARSAPARILLA.

Our make of this popular beverage is not merely a flavoured water, but is prepared with an extract of Sarsaparilla root manufactured in our own laboratory.

Price, 50 cents per dozen.

TELEPHONE No. 61.

Nos. 22 & 24, QUEEN'S ROAD CENTRAL. 965

Business Notices.

HONGKONG TRADING COMPANY, LD.

(*LATE THE HALL & HOLTZ CO-OPERATIVE COY., LTD.*)

HAVE JUST RECEIVED ANOTHER LARGE STOCK OF

New Hats:

BOYS' SAILOR HATS, Newest Styles.
GIRLS' SAILOR HATS. INFANTS' WASHING HATS.
LADIES' STRAW HATS & BONNETS, made up in any Style on the Shortest Notice.

PARIS MILLINERY, in great variety.

Also, a Large Assortment of LADIES' BATHING DRESSES, BATHING CAPS, BATH GOWNS, Etc., Etc.

HONGKONG TRADING COMPANY, LD.

(*LATE THE HALL & HOLTZ CO-OPERATIVE COY., LTD.*) 991

Vessels Advertised as Loading.

Destination.	*Vessels.*	*Agents.*	*Date of Leaving.*
Bangkok	Phra Chom Klao (s)	Yuen Fat Hong	June 3, at daylight.
Bremen & Ports of Call	Neckar (s)	Norddeutscher Lloyd	June 4, at 4 p.m.
London, v. Suez Canal	Dardanus (s)	Butterfield & Swire	June 9.
London	Chingwo (s)	Arnhold, Karberg & Co.	About June 9.
Manila, via Amoy	Diamante (s)	Russell & Co.	June 2, at 4 p.m.
Marseilles, v. Saigon	Saghalien (s)	Messageries Maritimes	June 5, at noon.
New York	Patagonia	Russell & Co.	Quick despatch.
New York	Charles S. Whitney	Russell & Co.	Quick despatch.
Pakhoi and Haiphong	Arethuse (s)	Messageries Maritimes	May 31, at 3 p.m.
Port Darwin, &c.	Taiyuan (s)	Butterfield & Swire	June 12, at 5 p.m.
S. Francisco, v. Japan	City of Rio de Janeiro (s)	Pacific Mail S. S. Co.	June 3, at 1 p.m.
S. Francisco, v. Japan	Gaelic (s)	O. & O. S. S. Co.	June 14, at 1 p.m.
San Francisco	William H. Macy	Russell & Co.	Quick despatch.
Shanghai, Kobé & Y'ma	Natal (s)	Messageries Maritimes	About June 4.
S'pore, Penang & C'tta	Kutsang (s)	Jardine, Matheson & Co.	May 31, at 3 p.m.
S'pore, Havre & H'burg	Oceana (s)	Siemssen & Co.	June 9, at 10 a.m.
Straits and Bombay	Teheran (s)	P. & O. S. N. Co.	June 7, at daylight.
S'tow, Amoy & F'chow	Namoa (s)	Douglas Lapraik & Co.	June 1, at daylight.
Swatow, S'pore & B'kok	Chow Fa (s)	Yuen Fat Hong	May 31, at noon.
Tientsin	Kwongsang (s)	Jardine, Matheson & Co	About June 7.
Vancouver (B.C.), &c.	Batavia (s)	Canadian Pacific S. Co.	June 12, at noon.
Y'hama, v. N'ki & Kobé	Ancona (s)	P. & O. S. N. Co.	May 31, at daylight.

To-day's Advertisements.

GOVERNMENT NOTIFICATION.

INFORMATION has been Received from the MILITARY AUTHORITIES that ARTILLERY PRACTICE will take place from South Shore Battery, Stone-cutters' Island, from the 2ND TO 16TH PROXIMO, between the hours of 6.30 a.m. and 10 a.m. daily (SUNDAYS excepted.)

The Line of Fire will be in a South-Westerly direction from the Battery.

All SHIPS, JUNKS and other VESSELS are CAUTIONED to keep clear of the Range.

By Command,
W. M. DEANE,
Acting Colonial Secretary.

COLONIAL SECRETARY'S OFFICE,
Hongkong, 29th May, 1890. 984

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

D. T. TENNEY, American ship, Capt. D. E. Rodick.—Gibb, Livingston & Co.

ELISE, German ship, Capt. F. Rowehl.—Douglas Lapraik & Co.

SENATOR, British ship, Capt. H. H. McKenzie.—Order.

STATE OF MAINE, American ship, Capt. E. D. P. Nickels.—Master.

WM. H. MACY, American ship, Capt. J. A. Amsbury.—Order.

SHIPPING.

ARRIVALS.

May 29, 1890:—

Euphrates, British steamer, 1,300, J. Edwards, Saigon May 25, Rice.—RUSSELL & Co.

Ingraban, German steamer, 894, T. R. Massmann, Hon Cohe Bay May 26, Salt.—WIELER & Co.

May 30:—

Ashington, German str., 899, C. Zindel, Newchwang May 23, Beans and General.—SIEMSSEN & Co.

Dorset, British steamer, 1,716, W. Daniel, Kutchinotzu May 25, Coal.—MITSU BISHI.

Stungkiang, British steamer, 994, C. B. N. Dodd, Tientsin via Amoy, and Swatow May 29, General.—BUTTERFIELD & SWIRE.

Fuyeo, Chinese steamer, from Whampoa.

Frejr, Danish steamer, 419, C. A. Lund, Pakhoi and Hoihow May 28, General.—ARNHOLD, KARBERG & Co.

Kwang Lee, Chinese str., 1,508, R. L. Lincoln, Shanghai May 27, General.—C. M. S. N. Co.

DEPARTURES.

May 30:—

Changsha, for Sydney.
Smith, for Amoy.
China, for Saigon.
Camelot, for Mantung.
Chowchowfoo, for Saigon.
Fushun, for Shanghai.

CLEARED.

Arechie, for Nagasaki.
Johann, for Hoihow and Pakhoi.

PASSENGERS.

ARRIVED.

Per *Euphrates*, from Saigon, 34 Chinese.
Per *Stungkiang*, from Amoy, 26 Chinese.
Per *Kwang Lee*, from Shanghai, Mr Gilroy, and 98 Chinese.

DEPARTED.

Per *Changsha*, for Sydney, Messrs A. Burns, MacBrayne, H. F. Smith, E. A. Smith, C. E. Bigmore, F. E. Smith, H. B. Smith, Clayton Glyn, J. W. James, Mrs James H. Cox; Mrs A. B. Cox, Miss Cox, Miss Blomfield, Miss Street, Miss Campbell, Miss L. O. Baber; for Melbourne, Mr E. Wookey, Mr H. Gilbert, Miss Moule, Miss N. Harley, Miss L. Linton, Miss A. Clements, and Miss L. Roberts.
Per *Camelot*, for Mantung, 6 Chinese.
Per *Smith*, for Amoy, 3 Chinese.
Per *China*, for Saigon, 50 Chinese.
Per *Fushun*, for Shanghai, 100 Chinese.

TO DEPART.

Per *Johann*, for Hoihow, 105 Chinese.

SHIPPING REPORTS.

The British steamer *Euphrates* reports: Left Saigon on the 25th instant, had fine and moderate weather to Paracels; and from there to port, had threatening and dirty looking weather, and heavy N.E. swell.

The British steamer *Sungkiang* reports: Had fresh N.E. winds and clear weather throughout.

The Chinese steamer *Kwang Lee* reports: Had light variable winds, and fine, hazy weather throughout.

POST OFFICE NOTICES.

MAILS will close:—

For SWATOW, SINGAPORE & BANGKOK.—
Per *Chowfa*, at 11.30 a.m., on Saturday, the 31st inst.

For KOBE.—
Per *Benlarig*, at 11.30 a.m., on Saturday, the 31st inst.

For KOBE & YOKOHAMA.—
Per *Hankow*, at 0.30 p.m., on Saturday, the 31st inst., instead of as previously notified.

For HOIHOW, PAKHOI & HAIPHONG.
Per *Arethuse*, at 2.30 p.m., on Saturday, the 31st inst.

For STRAITS & CALCUTTA.—
Per *Kutsang*, at 2 30 p.m., on Saturday, the 31st inst.

For YOKOHAMA & KOBE.—
Per *Lennox*, at 2.30 p.m., on Saturday, the 31st inst., instead of as previously notified.

For NAGASAKI.—
Per *Arechie*, at 4.30 p.m., on Saturday, the 31st inst.

For SWATOW, AMOY & FOOCHOW.—
Per *Namoa*, at 5 p.m., on Saturday, the 31st inst.

For HAIPHONG.—
Per *Marie*, at 5 p.m., on Saturday, the 31st inst.

EXPORT CARGOES.

Per P. M. S. S. *City of Peking*, sailed May 10th:—For Kobe, 1,200 bags Rice, 1,049 bags Sugar and 239 pkgs. Merchandise; for Yokohama, 263 bags Sugar, 1,392 bags Rice, 7,995 pkgs. Iron and 107 pkgs. Merchandise; for San Francisco, 10,556 bags Rice, 630 bags Beans, 23 bags Tapioca, 1,556 boxes Nut Oil, 59 boxes Prepared Opium, 7 cases Nutmegs, 11 cases Silks, 3 bales Raw Silk, 516 pkgs. Matting, 605 bales Gunnies and 4,107 pkgs. Merchandise; for Honolulu, 424 pkgs. Merchandise and 3 cases Silks; for Acajutla, 2 cases Silks; for Punta Arenas, 1 case Silks and 2 cases Merchandise; for Courito, 3 cases Silks and 1 cases Merchandise; for San José de Guatemala, 15 cases Silks; for Panama, 1,100 bags Rice, 3 cases Silks and 68 pkgs. Merchandise; for Callao, 9 cases Silks and 3 cases Merchandise; for Valparaiso, 16 cases Silks; for New Orleans, 976 rolls Matting; for Chicago, 46 pkgs. Merchandise; for Baltimore, 66 pkgs. Merchandise; for New York, 158 pkgs. Merchandise, 12 cases Silks and 63 bales Raw Silk.

Per P. & O. S. S. *Rohilla*, sailed 29th May:—For London, 1,016 boxes Tea, containing 19,812 lbs. (particulars unknown), 5,030 boxes Tea, containing 105 630 lbs. Congou, 9 747 boxes Tea, containing 204,687 lbs. Scented Caper, 753 boxes Tea, containing 15,813 lbs. Scented Orange Pekoe, 55 bales Raw Silk, 23 cases Silk Piece Goods, 100 cases Palm-leaf Fans, 20 rolls Matting, and 15 pkgs. Sundries. For France, 130 bales Raw Silk and 9 cases Silk Piece Goods.

QUOTATIONS.

HONGKONG, May 30.

OPIUM—New Patna, cash, .. 475
" Old " cash, —
" New Benaree, cash, 475
" Old " cash, —
" New Malwa, cash, .. 520/530
" Allowance, Taels .. 48/56
" Old Malwa, cash, .. 540
" Allowance, Taels .. 48/56
" Persian, Oily, cash 510/520
" Allowance, Taels .. 32/48
" Persian, Paper tied 530/540
" Allowance, Taels .. 16/48

Exchange.

HONGKONG, May 30.

On London—
Bank, Wire, ... 3/3½
" On demand, ... 3/3⅜
" 30 days' sight, ... 3/3⅜
" 4 months' sight, ... 3/4⅛
Credits, 4 " " ... 3/4½
Documentary, 4 months' sight, 3/4½
On Paris—
On demand, ... 4.16
Credits, 4 months' sight, ... 4.24
On Berlin—
On demand, ... 3.36
On New York—
On demand, ... 80½
Credits, 60 days' sight, ... 82
On Bombay—
Wire, ... 222
On demand, ... 222½
On Calcutta—
Wire, ... 222
On demand, ... 222½
On Shanghai—
On demand, ... 71½
30 days' sight, private, ... 72⅜
Gold Leaf, 100 fine ... $31.90 p. tael
Sovereign ... $5.97

MEMOS. FOR TO-MORROW.

Shipping.

Daylight.—*Ancona* leaves for Japan.
Noon.—*Chow Fa* leaves for Swatow &c.
3 p.m.—*Kutsang* leaves for Singapore, Penang and Calcutta.
3 p.m.—*Arethuse* leaves for Pakhoi, &c.

Meetings.

Noon.—Meeting of Shareholders of The Hongkong & Shanghai Banking Corporation at the City Hall.

3 p.m.—Meeting of Société Française des Charbonnages du Tonkin at Registered Office in Victoria Buildings.

Auctions.

2 p.m.—Auction of Sundries, at Mr J. M. Armstrong's.

Miscellaneous.

3.30 p.m.—Competition of the Hongkong Rifle Association.

BY APPOINTMENT.
A. S. WATSON & COMPANY, LIMITED.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED WATERS.

OUR AERATED WATER MANUFACTORY is replete with the best Machinery, embodying all the latest improvements in the trade.

THE greatest attention has been paid to appliances for ensuring purity in the Water supply, to secure which we have added a Condenser capable of supplying us with 3,000 gallons of distilled water a day, and are now in a position to compete in quality with the best English Makers. Our Sweet Waters cannot be surpassed anywhere.

The purest ingredients only are used, and the utmost care and cleanliness are used in the manufacture throughout.

LARGE BOMBAY 'SODAS.'

☞ We continue to supply large bottles as heretofore, *free of Extra Charge*, to those of our Customers who prefer to have them to the ordinary size.

COAST PORT ORDERS,

whenever practicable, are despatched by first steamer leaving after receipt of order.

For COAST PORTS, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Empties when received in good order.

Counterfoil Order Books supplied on application.

Our Registered Telegraphic Address is, 'DISPENSARY, HONGKONG,' And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock:—

PURE AERATED WATER
SODA WATER
LEMONADE
POTASH WATER
SELTZER WATER
LITHIA WATER
SARSAPARILLA WATER
TONIC WATER
GINGER ALE
GINGERADE.

No Credit given for bottles that are dirty, or greasy, or that appear to have been used for any other purpose than that of containing Aerated Waters, as such bottles are never used again by us.

A. S. WATSON & Co., LTD.
2291 *Hongkong, China, and Manila.*

☞ *The publication of this issue commenced at 8.10 p.m.*

The China Mail.

HONGKONG, FRIDAY, MAY 30, 1890.

LOCAL AND GENERAL.

AN ear-ring snatcher was sentenced at the Police Court to-day to six months' hard labour, with two whippings.

ARTILLERY practice will take place every morning for a fortnight (between 6.30 and 10), from South Stonecutter Battery, beginning on Monday next, 2nd prox. Vessels are cautioned to keep clear of the range.

YESTERDAY afternoon Major-General Barker inspected the A. & S. Highlanders on the Parade Ground. After the inspection the ceremony of trooping the colours was performed.

THE estimated cost of water, if Mr Chadwick's scheme for a supply to Kowloon is adopted, should of course have been 27.3 cents per 100 gallons, not per 100 gallons, as, by a printer's error, it was made to read last night.

THE benefit entertainment tendered to the ladies of Hudson's Surprise Party by Hongkong Amateurs, which took place in the Theatre Royal last night, was largely attended and was very successful. The ladies themselves contributed largely to the programme and were ably supported by the amateurs. Mr G. P. Lammert rendered excellent service as accompanist throughout the performance.

THE Band of the 1st A. & S. Highlanders will play the following programme at the Barrack Square to-morrow evening, commencing at 7.30:—

March ..... 'The White Squall' Riviere.
Lancers ... 'Doris' ..... Bucolossi.
Valse ..... 'The Marguerite' ... Godfrey.
Polka ..... 'P. and O.' ..... Bucalosi.
Quadrille .. 'Promenade' ..... Coote.
Galop ..... 'Fantasia' ..... Hertel

THE annual general meeting of the Victoria Recreation Club was held yesterday afternoon, Mr F. W. Koch presiding. The statement of accounts, showing a balance of $676.47, was submitted and approved of. The following gentlemen were elected to serve on the various Committees for the ensuing year:—Bath-house Committee—Messrs J. M. Laing, A. G. Stephen, M. Souza; Boat-house Committee—Captain Davidson, Messrs E. Friedrichs, A. Turner; Gymnasium Committee—Messrs D. Kennedy, F. W. Koch, C. H. Thompson; Hon. Treasurer—Mr R. T. Wright; Hon. Secretary—Mr G. C. C. Master.

THE STRANDING OF THE *FELBRIDGE*.

A Marine Court was held at the Harbour Office to-day to inquire into the circumstances connected with the stranding of the s. s. *Felbridge*, on the Parcels on the 3rd inst. Captain Rumsey, R.N., presided, and the other members of the Court were: Lieut. Mills, R.N., H.M.S. *Victor Emmanuel*; Capt. James Edwards, s. s. *Euphrates*; Capt. Young, s. s. *Kutsang*; and Capt. Le Boutellier, s. s. *Benlarig*.

John Ruthen, Master of the *Felbridge*, said—I hold a master's certificate issued at Newcastle and dated 18th June 1884. The *Felbridge* is a vessel of 1336 tons owned by Messrs. W. R. Price & Co. We left Saigon on 30th April with a full cargo of rice and paddy, 46,000 piculs. We had a crew of 24 all told, and properly certified officers. We had fine weather and light northerly wind. Nothing happened until the morning of the 3rd May at 4.30, when the ship took the ground on the North Shoal of the Paracels. I was in the chart room at the time. It was the chief officer's watch. I heard him call out 'the ship is aground.' I went out on the bridge and asked the man at the wheel who was steering on the bridge what course he was steering. He told me N. ½ E. I had observations at 3.40 p.m. on the 2nd, which gave the ship's position as long. 110.42 E. and lat. 14.50 N. I marked off the position at the time. The course was N. ½ E. from noon on the 2nd, magnetic. There was no deviation. Our compasses were last tested on the 10th October last, by professional adjusters. We had a full cargo on board at the time they were adjusted. I was supplied with a deviation card, which I used. I produce my log-book. The mate keeps it. There are no barometric entries in it. We have a barometer on board. At noon on the 1st May the distance run was 190 miles the course N. by E. At noon on the 2nd the distance was 202 miles, N. by E. ½ Between noon on the 2nd and 4.30 on the 3rd we had gone about 138 miles. I arrive at that by the ship's position when I last took observations. We had one man on the look-out forward. There were four men on the watch altogether. The man at the wheel did two hours' duty and the man on the lookout one hour. All the deck hands are European. When I went on the bridge I saw the reef. The ship was hard and fast. The reef extended about ¾ths of a mile eastwards. We at once went full speed astern and took soundings. We found about 13 feet forward on the port side of the bridge, nineteen feet at the bow and 24 feet aft. Astern of her not half a ship's length there was 15 fathoms. The ship was making no water. The ship has a double bottom fore and aft. She has a collision bulkhead. There was no water there. At daylight we put a kedge out with a 5-inch rope, 100 fathoms. Afterwards we put out another kedge with a wire hawser 250 fathoms. These were hove tight, but finding the tide was falling I stopped the engines. We lay there till neat tide and occupied the time by jettisoning the cargo. The line we had out on the kedge carried away while the cargo was being jettisoned. On the morning of the 6th at 9.30 we came off. We were heaving at the time. She had been making water about 12 hours before she came off in the fore-peak and No. 2 tank. In the fore-peak there was about four feet of water and in the tank about 2 inches. After she came off we proceeded on our course and arrived here on the 8th inst. I had made a voyage from Singapore to Hongkong before. I was not coming up on the same tack this time. I had not been on this particular course before. I experienced a little current coming up. It had a set of five or six miles to the westward. That was after leaving Saigon. The following day I found a very slight set to the West. I made allowance of a quarter of a point for it.

By Lieut. Mills:—I was steering N. ½ E.; if I had not allowed for the set I should have steered N. ¾ E. The sky was overcast when we struck. We could see a distance of three or four miles. I expected to pass 17 or 18 miles to the westward of the reef. While we were on the reef the tide set due south and then it ran to E.N.E.

By the Court:—I saw the lighthouse at Padaran about eleven o'clock a.m. on the 3rd. It was bearing W.

George Dey, chief officer of the *Felbridge*, said—I hold a master's certificate. It was my watch at the time the ship struck on the 3rd instant. We were steering N. ½ E. and going about eight knots. I went on the bridge at four o'clock. The man at the wheel was steering on the bridge. About 4.20 he said to me, 'What sort of noise is that?' I looked and said I thought there was a rainbank to the N. Just then the ship struck. I told the man at the wheel to put the helm hard over and gave the order to put the engines full speed astern. Soundings were then taken from the ship. I took observations along with the master on the 2nd, and saw the ship's position marked off on the chart. I don't know what current that gave for the previous 24 hours. I knew we were approaching the North shoal of the Paracel Group. I understood that the course of N. ½ E. was going to take us 17 or 18 miles off North shoal. I saw the master measure it off. The course was altered to take her off the reef. I am not aware that it was altered on account of the current.

Captain Ruthen, recalled—From 9 a.m. to noon on the 2nd I made no allowance for current.

The following is the Finding:—

We find that the s. s. *Felbridge*, official number 95,455, of London, of which John Ruthen, the number of whose certificate of competency as Master is 014,209, left Saigon for Hongkong on the 30th April, with a cargo of rice and paddy.

That fine weather was experienced, and nothing of note took place until the morning of the 3rd May, when about 4.30 the ship struck on the North Shoal, Paracel group.

That she remained fast until the 6th about 9 p.m., when, as a result of jettisoning cargo, she came off, and as the vessel was not making more water than could be kept under by the pumps, the master determined to proceed on his voyage, and anchored at Hongkong on the 8th May.

It appears from the evidence before the Court that at 3.40 p.m. on the 2nd an observation for longitude was made by the master, and the result of this observation, the master states, was to place the ship in longitude 110.42 E., the latitude at noon on that day being 14.50 N. From this position a course of N. ½ E. was steered, with the intention, the master states, of passing from 17 to 18 miles West of N. shoal. On reference to chart No. 2661 A., however, it is found that a course of N. ½ E. lays off 17 or 18 miles west of the shoal, and cutting the latitude which it is stated was obtained at noon, viz. 14.50 N., and which may be assumed was correct, gives a longitude of 110.50 E., or 10 miles E. of the position determined by the Captain for noon of that day. Again, working back from this position and allowing a N. by E. course from noon of the previous day, it appears that a current of 33 miles in 24 hours or about 1.3 per hour to the Eastward was experienced between noon of the 1st and noon of the 2nd. The ship struck on North Shoal 10 hours after the noon observation of the 2nd, during which period if the current before experienced had continued the ship would be set rather more than 20 miles to the Eastward, and as the course steered was to take her only 17 or 18 miles to the Eastward of the Shoal, this set would place her directly on it.

The master states that the first day after leaving he experienced a set of 6 miles to the westward in 20 hours, but the following day he found a slight set to the eastward. He does not appear however to have noticed, when laying down his position on the 2nd, that was assuming his determined longitude to be correct he had experienced a set of 20 miles to the eastward.

It thus appears that the casualty was brought about through due allowance not being made for a current which with more careful observation would have been apparent.

Speaking generally the evidence shows that the method of conducting the navigation of the *Felbridge* was not conducive to the detection of error. The master relied almost entirely on his unchecked observation, and the mate accepted without investigation the master's result, and the Log as kept by the mate was useless and for all practical purposes might have been altogether dispensed with.

The Court cannot fail to notice that this want of provision for the careful conduct of the ship extended also to the manning of the *Felbridge*. She was a vessel of 1336 tons register, and had, apart from the engine room staff, a total of only 11 all told. The evidence of the master as to the distribution of duty amongst the hands of his vessel shows a state of things which may be said to court casualty.

After careful consideration of the circumstances above stated the Court are of opinion that this casualty was caused by the wrongful default of the master, in that he navigated his vessel with insufficient care, neglected to allow for the set of the current in verifying the position of his vessel from time to time on the course set; and they therefore direct that his certificate be suspended for a period of three months from this date.

The Court also desire to express an opinion that the mate George Dey, who holds a certificate of competency as master No. 016,140, is deserving of censure for the careless manner in which he performed his duty of keeping the log, and his neglect to acquaint himself with the conditions under which the ship was being navigated.

Given under our hands at Hongkong this 30th day of May 1890.

R. MURRAY RUMSEY, R.N.,
President.
A. S. MILLS, R.N., Lieut.
T. LE BOUTILLIER.
W. M. YOUNG.
JAMES EDWARDS.

THE LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held this afternoon. There were present:—His Excellency the Officer Administering the Government, Hon. F. Fleming; Hon. W. M. Deane, Acting Colonial Secretary; Hon. W. M. Goodman, Attorney General; Hon. A. Lister, Colonial Treasurer; Hon. S. Brown, Surveyor General; Hon. N. G. Mitchell-Innes, Acting Registrar General; Hon. P. Ryrie, Hon. C. P. Chater, Hon. J. J. Keswick, Hon. Ho Kai, and Mr F. A. Hazeland, Acting Clerk of Councils. Absent: Hon. A. P. MacEwen.

His Excellency—I have much pleasure in informing the Council that Her Majesty has been pleased to confirm the appointment of the Hon. Mr Ryrie and the Hon. Dr Ho Kai as members of this Board. It gave me much satisfaction to appoint them some time ago, and I am glad that the Queen has approved of my action.

These gentlemen then took the oath.

REPORTS LAID ON THE TABLE.

The Colonial Secretary laid on the table the Harbour Master's report for 1889 and reports by Hon. O. Chadwick on the Water supply of Kowloon, the Sewerage of the Hill District, and the proposed distributary system of the water supply for the city of Victoria.

THE IMPROVEMENT OF WONG-NEI-CHEONG VALLEY.

The Colonial Secretary laid on the table the following financial minute and moved that it be referred to the Finance Committee:—'The Officer Administering the Government recommends the Council to vote the sum of Eight thousand Dollars ($8 000) for works in the Wong-nei-cheong Valley, inside the Race Course.'

His Excellency—Before this minute is actually referred to the Finance Committee I think it only right that I should inform the Council that the amount now asked for will not be sufficient for the re-turfing of the Race-course and the filling up of the pond, but as it would take a considerable time before the pond could be filled up, the amount now asked for is in all probability as large an amount as will be expended during the course of the present year. I believe the total amount, including the cost of filling up the pond, will be $14,000, but it would be impossible to complete that work during the course of the present year. Therefore it has only been found necessary to ask you for such a sum as will be expended before the year ends. Of the amount asked for, the sum of $2,000 is to be expended in re-turfing and the other $6,000 will therefore be available during the present year for filling up such portion of the pond as it may be possible to do. I think it only right to state this fact to the Council before this matter is brought before the Finance Committee, because while it may be that the Finance Committee may agree to re-turfing the Race course they may consider it desirable, or advisable rather, that the filling up of the pond should be postponed until next year. At the same time it has been very strongly urged that the filling up of this pond is a very desirable step to take, and I think the hon. members know that I am very anxious to encourage anything in the colony which is conducive not only to sport itself, but what, as I have already stated elsewhere, is conducive to health. At the same time I have no desire that the sum of $6,000 should be used for this purpose without the recommendation of the Finance Committee. What is probably the most necessary part of this undertaking to complete at the present moment is the re-turfing of the Race-course, and I believe public opinion on the subject is unanimous that this part of the work at all events should be carried out; in fact it has been proposed by the committee, who very carefully examined into this question that this work should commence at once, or rather that it should have been commenced a month or two ago, but I am most reluctant as I before informed the Council to expend any public money, before it is voted by the Council, and although I have instructed the Surveyor General to make such inquiries as it was possible to make, I did not authorise him to commence operations which would involve the expenditure of money until this Council has actually voted the amount. I would therefore leave it to the Finance Committee to report to the Council whether they think it desirable in the circumstances that this $8,000 should be voted for the purposes mentioned, or whether they would be disposed to recommend that only the re-turfing should be done at present and the filling up of the pond reserved for a future occasion. The question is that this Minute be referred to the Finance Committee.

Agreed.

THE CULTIVATION OF VACCINE-LYMPH.

The Colonial Secretary laid on the table the following financial minute and moved that it be referred to Finance Committee:—'The Officer Administering the Government recommends the Council to vote the sum of Two hundred and Thirty Dollars, and Eighty Cents ($230.80), being expenses incurred in carrying out an experiment as to the possibility of successfully and economically cultivating in the Colony bovine vaccine-lymph.'

His Excellency—This matter is, of course, merely an experiment, but probably after the observations that have been made of late in connection with the subject the committee will think themselves justified in voting this amount. There is no doubt that the matter is an important one, and the amount now asked for may turn out hereafter to be very well expended.

The minute was referred to the Finance Committee.

THE NURSING STAFF AT THE CIVIL HOSPITAL.

The Colonial Secretary laid on the table the following financial minute and moved that it be referred to the Finance Committee:—

The Officer Administering the Government recommends the Council to vote the sum of Five hundred and Thirty-four Dollars, ($534), being additional sum required to defray the salaries and rations of Nursing Staff for the Civil Hospital, for six months of 1890, viz:—

Additional Salaries:—	
1 Head Nurse, 6 months,	$ 60.00
5 Nurses, (one now), 6 months,	360.00
1 Amah, 6 months,	24.00
	$ 444.00
Rations—for one more Nurse, 6 months,	90.00
	$ 534.00

His Excellency—The Finance Committee when looking into this matter will have an opportunity of seeing the correspondence that has taken place in connection with it. I may state that shortly before the Governor's departure he was advised that it would be more beneficial for the Civil Hospital were trained nurses obtained from England than if the services of the sisters now there were continued. With some reluctance the Governor, after giving the matter every consideration, concluded that the suggestion was a good one; and notice was given to the sisters to the effect that their services would not be required after the end of June. Shortly after the Governor's departure, inasmuch as he had not sufficient time to communicate with the Secretary of State on the matter himself, I wrote to the Secretary of State laying before him the conclusion which Sir William Des Vœux had arrived at in the matter, and it was my duty to submit to the Secretary of State the proposals that had been suggested to the Governor and approved of by him. If the scheme is carried out, as the Council will see, a small further expenditure will be incurred during the present year, and of course inasmuch as this year is already pretty far advanced a further expenditure will be incurred in the future. But at the same time it is right that I should tell the Council that the number of sisters now engaged at the Hospital is insufficient for the work, and they themselves state that they could not carry on the duties which they have been for some time past endeavouring to carry on unless the number were increased, and I think that when the Finance Committee come to examine this question they will see that after all the cost of the scheme of which the Governor approved will not be greater than the cost incurred by an additional number of sisters arriving in the colony in order to undertake the work. In these circumstances the Governor thought it was desirable, bearing everything in mind, that trained nurses should be obtained. In accordance with this conclusion I addressed the Secretary of State, but inasmuch as I did not wish that a certain number of trained nurses should arrive in the colony without the Council knowing that this further expenditure would be incurred, I requested the Secretary of State to inform me by telegram if he concurred in the recommendations made, in order that before the arrival of the nurses I might ask the Council to vote the amount, and he was good enough to send a telegram informing me that he approved of the Governor's scheme, and no doubt trained nurses will be duly appointed. In these circumstances, before the appointment actually takes place and they arrive in the colony, I think it is only fair that I should ask the Council to vote a sum to meet the increased expenditure which their presence here will necessitate.

The minute was referred to the Finance Committee.

A COMPASSIONATE ALLOWANCE.

The Colonial Secretary laid on the table the following financial minute, and moved that it be referred to the Finance Committee:—'The Officer Administering the Government recommends the Council to vote the sum of Eight hundred and Seventy-five Dollars, ($875), for a compassionate allowance to Mrs. MacBean, widow of the late Bailiff and Hindustani Interpreter in the Supreme Court, being the equivalent of 7 months' salary of her late husband, who was in the service of the Colony for Twenty-three years, and gave great satisfaction in the discharge of his duties.'

Referred to the Finance Committee.

FINANCE COMMITTEE REPORTS.

The Colonial Secretary laid on the table the report of the Finance Committee meeting of 16th inst., recommending the Council to vote the sum of $2,334.01 in addition to the sum of $12,000 voted to meet the expenses in connection with the visit of the Duke and Duchess of Connaught.

Agreed.

THE STANDING RULES AND ORDERS.

The Attorney General moved that the Council adopt the report of the Special Committee appointed to frame standing rules and orders. He said the rules and orders which had been hitherto in force were framed under Royal instructions which were superseded by those of last year. It was therefore necessary to frame new rules and orders under the new instructions. In discharging their duty the committee had gone carefully into the subject and some alterations were proposed. On these the committee were unanimous except as regards two points. One of these was a proposal by Hon. Mr MacEwen (who was absent from to-day's meeting) to the effect that when bills were considered and reported on by a special committee it should be sufficient when the bills came before the Council in committee to read merely the marginal notes instead of reading clause by clause and line by line. The other matter was a proposal that when private bills were brought forward in addition to being published in the *Government Gazette* they should be advertised in an ordinary daily

was the day named in the rules and orders, and although the Governor had power at any time to alter the day of meeting he (the Attorney General) understood that there was a feeling on the part of the unofficial members that Monday ought to be substituted.

His Excellency—I think, as perhaps hon. members may desire an opportunity to discuss some of these rules, we had better go into Committee.

On the motion of the Attorney General the Council went into committee.

The Attorney General moved that Monday be substituted for Wednesday as the day of meeting.

The Colonial Secretary seconded.

His Excellency expressed himself in favour of the change, Monday being a more convenient day for the unofficial members than Wednesday.

Agreed.

Mr Ryrie supported Mr MacEwen's proposal with respect to the bills reported on by Special Committees. He said it was not the custom in former years to read bills clause by clause and line by line after they had passed through the hands of Special Committees. It occupied a great deal of time in the Council and retarded the proceedings very materially. He moved that the proposal be adopted.

Mr Chater seconded.

His Excellency regretted that Mr MacEwen was not present, and thought the proposal was due to a misconception of the procedure in the House of Commons with respect to bills reported on by Special Committees. While the procedure proposed was, he believed, followed in regard to bills dealt with by what were called Standing Committees, the practice, he understood, in the case of bills reported on by special committees was to read them clause by clause and line by line in committee of the whole house. He should be sorry to see the course proposed in the amendment adopted in the Council, as he was under the impression that it would be a very dangerous thing. Perhaps a more expedient course would be what he had stated in regard to standing committees of the House of Commons, which would mean the appointment of standing committees composed of a certain number of official and unofficial members of Council, who would deal with bills referred to them in the same way as they are dealt with by the Council in committee, and when the bills came before the Council the marginal notes only would be read.

The Colonial Treasurer said the Standing Committees appointed in the time of Sir George Bowen's Administration were utter and complete failures. There were a Public Works Committee and a Law Committee to which bills were referred, and when the bills came before the whole Council only the marginal notes were read, but the system would not work, and he remembered distinctly on one occasion when a bill was being dealt with in this way by the Council the opinion was expressed by nearly everybody present that the mere reading of the marginal notes would not do. Some very annoying mistakes got actually passed into ordinances, which had to be amended afterwards. He was afraid the members of Council must make up their minds to go through the bills clause by clause and line by line however tedious it might be sometimes. There was not an Opposition here as there was at home burning to show that Her Majesty's Government were always intent on trying to do something utterly wrong, and narrowly scanning every clause and word of every bill that was brought forward. On the contrary, it was supposed here when a bill was brought forward that it was probably devised by somebody who knew what he was doing, and that it must be all right. He thought if the plan suggested were tried again it would result in as complete a failure as it did before.

The Attorney General said that when a Special Committee was appointed the result in Hongkong was that the work was almost entirely left to the Attorney General. Since the Magistrates Bill had been examined by the Special Committee a large number of important suggestions had been made to him, some of them even by the members of the Special Committee.

Mr Ryrie said that in Sir John Pope Hennessy's time only marginal notes were read and he had a good deal of parliamentary experience. He (Mr Ryrie) was prepared to withdraw his amendment. It was after all very seldom that such long bills came before them.

The Attorney General suggested that the clause might read: 'Provided that if a Bill has been considered and reported on by a standing committee it shall with the assent of the President be sufficient, instead of reading the whole bill, to read the marginal notes.'

His Excellency thought the assent should be that of the majority of the Council.

It was, after some further discussion, agreed to postpone the matter to allow the Attorney General to frame a clause on this principle.

PUBLICITY FOR THE CHINESE.

Dr Ho Kai proposed that in the clause providing for the publication of private bills in two daily newspapers, the words be inserted 'one of which shall be a Chinese newspaper.' The Chinese formed the largest section of the community and their interests in property was very great. The Attorney General said that this was an English Colony, which was very true, but the principle that guided the Council was legislating for the public at large without distinction of race.

Mr Chater said he was inclined to agree with the Hon. member, if it was the case that no translation of private bills was inserted in the *Government Gazette*.

Mr Ryrie—All ordinances used to be translated, but they are not so now.

His Excellency—Only bills which specially affect the Chinese are translated. As, however, private bills might affect them as much if not more so than private bills, I can understand the desire for publication.

The Colonial Treasurer pointed out that the task of translating such bills as the original Hongkong and Shanghai Bank bill or the Tramways Bill was gigantic. There were only four or five men in the Colony capable of doing such a thing. The Chinese language was most inelastic, and it was a work of great difficulty to render English law terms into Chinese. It would cost $ 00 to $500 to translate such a bill and the cost might be prohibitive of private legislation. Besides, the Government made itself in a way responsible for the translation, and as errors were very apt to creep in some Chinese resident might have cause to complain that he had been misled and his interests prejudiced by an incorrect translation.

The Acting Registrar General said that only a few bills were translated—three or four out of a hundred. The Chinese over and over again complained that the Chinese translation was of no use to them at all, that they could not understand the terms used.

The Colonial Treasurer—How long would it take to translate such a bill as the Public Health Ordinance?

The Acting Registrar General—With the Registrar General, a cadet who has been sent up for two years to learn the language and with the staff at his disposal,—about six weeks.

His Excellency said he was in favour of full publicity, but there seemed to be considerable difficulties in the way.

The Acting Colonial Secretary pointed out that the paragraph they were discussing did not require that the whole of a bill should be published in public newspapers, but that a notification be published drawing attention to the Bill and stating its objects. Any Chinaman seeing such a notification ought, if he thought his interests were likely to be affected, invest in a copy of the Government *Gazette*, and he was more likely to obtain a correct idea of the Bill by having explained to him in the colloquial by a lawyer's clerk than by the help of a translation in the classical language.

The Attorney General—If they know that a Bill is to be introduced they can look at the Government *Gazette*. This is an English Colony, and if you admit the principle of Chinese translations, you might have demands from the Portuguese for a version in their language.

After some further discussion, it was agreed to add to the clause 'And in one Chinese newspaper,' by which addition it is provided that the notification drawing attention to a Bill shall be published in Chinese.

THE DEFALCATION IN THE MONEY ORDER OFFICE.

Mr Ryrie asked the following question: 'If the Executive will furnish the Council with any information in regard to the reported defalcation in the Money Order Department of the Colony.'

His Excellency—Hon. members are aware, as indeed we are all aware, that an official connected with the Post office department named Barradas disappeared from the Colony some time since. Shortly after he left I considered it my duty to cause an enquiry to be made into the alleged defalcations. Such enquiry has been made, and upon the report that I received up to the present time, I regret to say that these defalcations do amount approximately to the sum that has been mentioned in the local newspapers, about $46,000. Steps were taken to arrest Mr Barradas and he has actually been arrested, and I trust that before long he will be brought back to this Colony. In these circumstances, I feel sure that Hon. members will not expect me now to enter into details connected with this matter. It would not be fair towards one who, if he comes back here, will in all probability be charged with a criminal offence. I may say this, however, that those whom I appointed to enquire into this matter have made certain suggestions in regard to the Post Office which will have my most careful consideration. So soon as I am able to arrive at a conclusion as to what should be done in connection with this matter, and I am at liberty to make further statements, I shall be happy to answer any questions that may be put.

THE JUBILEE OF THE COLONY.

Mr Ryrie—I beg to ask the following question—If it is the intention of the Government to take any steps in regard to the celebration of the Jubilee Day of the foundation of the Colony.

His Excellency—In answer to this question I may say that the Government consider that if any celebration take place in this Colony in connection with its Jubilee that such should take place next year. There can be no doubt that this Colony became a British possession in 1841. In the year 1842 a treaty was passed which confirmed what had previously taken place, and in the year 1843 a charter was granted establishing this possession as a British Colony, but there can be no doubt that this colony really became English territory when it was taken, in 1841. Now in regard to the question whether any celebration should take place, I consider myself that it is not one with regard to which suggestions should come from the Government. If the public in this colony consider that the occasion is one upon which any festivities should take place, I am quite sure that the Government would be only too happy to receive any suggestions that may be made in that direction. We know perfectly well that in regard to all these festivities a great deal of public money is necessarily expended, and it is rather for the public to move that such expenditure should take place than for the Government to propose it. If any Hon. member can ascertain what are the wishes of the public in regard to this matter and forwards any conclusion he may arrive at to the Government, I am quite sure that the Government will be most happy to consider any suggestion that may be made on the part of those through whose enterprise and industry the Colony has become so prosperous as it has become.

The Council formally adjourned to Monday week.

FINANCE COMMITTEE.

A meeting of the Finance Committee was held after the meeting of Council, the Act. Colonial Secretary presiding.

THE HAPPY VALLEY IMPROVEMENTS.

The first vote was the $8,000 proposed to be expended on the improvement of the Wongnei chong valley.

Mr Chater said he would like to get some details about the scheme.

The Surveyor General said it was proposed to expend $2,000 in improving the turf and $14,000 in filling up the pond.

Mr Ryrie—A most expensive pond that has been.

The Surveyor General—It is very big and deep, and it will take 10,000 tons to fill. Part of the earth would be taken from the present drains and part from the hillside to the East of the valley.

The Colonial Treasurer—It is very desirable that the valley should not be gashed more than is possible.

The Surveyor General—I do not see how you can fill in the whole without cutting into it.

The Attorney General suggested that the energy of the dumpers who are filling the harbour might be turned in that direction.

The Registrar General asked if it was intended to returf the whole valley.

The Surveyor General—All that we intend to do is to improve the turf. Any one who has had anything to do with turfing will know that the expenditure of $2,000 will not relieve us from the necessity of spending an annual sum for keeping up the turf. Of course it is one of those things you can spend just as much as you liked on. If you were to turf it all like the cricket field, instead of $2,000 a much larger sum would have to be expended. I did not feel justified in recommending a larger sum than $2,000 to be expended in the present year. We will do all we can for the money.

The Registrar General—Will the $2,000 put it into a condition fairly suitable for a cricket field.

The Surveyor General—I do not say that you will have the springiness required for a cricket ball all over the ground. We will do away with all the patches.

The Registrar General—The ground will have to lie fallow for six months.

The Chairman—My experience is that one rainy season is quite enough to get the turf in order.

Mr Chater—Do you intend to do anything with the nullah this year.

The Surveyor General said that question was dependent on the main drainage. The diversion of the stream involved the question of the Bowrington Canal, which was in an unsatisfactory state. It would be a desirable thing to divert the stream and to improve the North part which the Athletic Club proposed to use.

Mr Chater thought the diversion would improve the place immensely.

The vote was agreed to.

THE CIVIL HOSPITAL NURSES.

Some discussion took place upon the vote for this purpose.

The Chairman said that the religious applications of the sisters did not allow them to afford all that assistance that persons in a very dangerous state required and it was decided to get English nurses. There would be one head nurse and five subordinate nurses.

The vote was agreed to.

THE OTHER VOTES.

With regard to the vote of $875 for the family of Mr McBean,

Mr Ryrie said the allowance used to be one month's salary for one year and not for three years' service.

The Chairman said the Government was getting more economical

Mr Ryrie—I think they are getting more stingy every year.

The Chairman—It is the consideration of the public (laughter).

All the votes were agreed to.

THE HARBOUR MASTER'S REPORT FOR 1889.

The following report was laid on the table of the Legislative Council to-day:—

Harbour Department,
Hongkong, March 8th, 1890.

Sir,—I have the honour to forward the Annual Returns for this Department for the year ending 31st December, 1889.

SHIPPING.

2. The Shipping Returns show 30,777 Arrivals with a tonnage of 6,371,087 tons, and 30,611 Departures of 6,301,604 tons, making a grand total of 61,388 vessels and 12,672,691 tons.

3. The following statement shows how this amount of shipping is apportioned:—

	Ships.	Tonnage.
British	5,212	6,500,869
Foreign	2,376	2,471,121
Junks in Foreign Trade	45,568	3,417,331
	53,156	12,389,321
Junks in Local Trade	8,232	283,370
Grand Total	61,388	12,672,691

4. Compared with 1888, there has been an increase of British tonnage amounting to 26 526 tons, and a decrease of foreign tonnage of 61,213 tons. There has also been a decrease in the Junk trade of 289,018 tons.

5. Compared with the average of the past 3 years, there is a decrease under the British flag of 416 ships and 167,053 tons of Foreign ships, there is an increase of 53,510 tons.

6. The general trade as represented by the amount of shipping from and to the various countries does not show on the whole any very marked alteration. Cochin-China, Siam, and the Gulf of Tonquin show a falling off, while the Coast of China and Formosa (in British Ships) and India and Singapore show the chief increase. There is however a considerable falling off in the Junk trade between Hongkong and Coast of China and Formosa.

7. The trade with Great Britain and Continent of Europe does not differ materilly from that of 1888.

8. 3,669 steamers, 151 sailing vessels and 26,957 Junks arrived during the year, giving an average of over 84 vessels daily arriving in the Waters of the Colony. Of the steamers, over 69 per cent. were British, and of these, more than 50 per cent. were 'Ocean-going.'

STEAM-LAUNCHES.

9. On the 31st December, there were 101 Steam-launches in the Harbour, of these, 50 were licensed for the conveyance of passengers, 41 were privately owned, 10 were the property of the Colonial Government. There were, in addition, 6 launches, the property of the War Department.

EMIGRATION.

10. There has been a falling off in the number of Chinese leaving the Colony for Ports other than those in China or Japan. One cause of this falling off is said to be a reduction in the rate of wages paid to coolies in the Straits Settlements. I am inclined to the belief, however, that the principal cause is that the Coolie Brokers or 'Catchers' who go into the interior to procure emigrants, are not just now as successful as they have been hitherto in securing clients. The fact of fraudulent practices on the part of these 'Catchers' has become known in the interior, and the Mandarins have consequently put a check on the people, who are already rather chary of placing themselves in the hands of the 'Catchers.' This is not an unmixed benefit. On the one hand, the number of coolies who are enjoled into emigrating is reduced, but on the other hand, those on whom no deception is being practised are distrustful and thus deterred from going.

11. In my Annual Report for 1888 I alluded to the abuses connected with Chinese Emigration. I have since had no cause to alter the opinion which I then expressed. An abuse which I did not therein refer to was that of 'impersonation' at the examination before the Emigration Officer. This is sometimes detected at the final examination on board, when the coolie, having plucked up courage, declares that he does not want to go, and it is then discovered that although he has a 'contract ticket' which has been passed by the Emigration Officer, he himself has never been subject to examination. It also frequently occurs that coolies are found on board the vessel with tickets similar in all respects to those issued by the Passenger Broker, but which have not received the Emigration Officer's stamp, thus showing that the holders of these tickets have never been examined as to their willingness to emigrate. Enquiry as to the origin of these tickets is always unsuccessful, the coolie has always received it from 'a friend' who, he cannot or will not give up.

12. During 1883, direct emigration to Deli (or Medan) in Sumatra was introduced, previous to this, it used to be done through Singapore. The first ship that left here direct was the *China* with 272 emigrants. When somewhere near Singapore, there was a revolt of the coolies, and the Captain was forced to take the vessel into Singapore. The reason given for the outbreak was that, the coolies were told at Hongkong that they were going to Singapore, and they did not want to go anywhere else. A similar incident occurred on board the ship *Ital* later on in the year, and there has been one more case reported in 1890. These 'outbreaks' are to my mind easily accounted for. I am of opinion that they are brought about by the Chinese Brokers at Singapore, who desire to re-establish what was to them a lucrative business, and in order to accomplish this they endeavour to bring direct emigration into disrepute. They have their emissaries on board the ship, and these succeed in stiring up the coolies to revolt by telling them that they are being deceived.

13. Whatever safeguards are adopted for the protection of the emigrating Chinese coolies, it will I think always be possible for them to be to some extent circumvented by the wily and unscrupulous Chinese Brokers. I think, however, that if the proposed system of Licensed Boarding Houses, and an Emigration Wharf is established, a severe blow will be dealt to these rascals, and I have hope that when the system is adopted, we shall hear little about *real* Emigration abuses.

REGISTRY OF SHIPPING.

14. During the year, six vessels of 1,694 tons were registered under the provisions of *The Merchant Shipping Act*, 1854, and seven Certificates of Registry were cancelled. Return No. XVIII shows the remainder of the work done in this Branch.

MARINE MAGISTRATE'S COURT.

15. Fifty-three cases were heard in this Court during the year. Refusal of duty (17), and Assault (11) were the principal offences in the case of ships, and Throwing Ballast into the Harbour (9), and Leaving without Clearance (6) in the case of Junks.

EXAMINATIONS FOR THE POST OF MASTERS, MATES AND ENGINEERS UNDER SECTION 15 OF ORDINANCE NO. 8 OF 1879.

16. The following table will shew the number of candidates examined for Certificates of Competency, distinguishing those who were successful, and those who failed:—

Grade.	Passed.	Failed.
Masters	25	1
First Mates	29	1
Only Mates	2	...
Second Mates	1	1
	57	3
First Class Engineers	11	...
Second Class Engineers	28	3
	39	3

SEAMEN.

18. 9,822 seamen were shipped and 10,069 were discharged at the Shipping Office and on board ships during the year.

19. 238 distressed seamen were received during the year. Of these, 44 were sent to United Kingdom, 21 were sent elsewhere and 173 obtained employment. $4,390.40 were expended by the Board of Trade in the relief of these men and $223.13 by this Colony.

MARINE SURVEYOR'S SUB-DEPARTMENT.

20. Return No. XXIII shews a continued increase in the work of this Department. 1,127 visits were made by the Government Marine Surveyor to vessels under survey.

LIGHTHOUSES.

21. The three Lighthouse Stations have been maintained as usual during the year. In May, an alteration was made in the nature of the Green Island Light, the red shades were dispensed with, and a bright light is now exhibited all round except over the Kellett's Bank. A light vessel has also been kept up on Kellett's Bank to mark the spot where eight Junks laden with stones have been sunk as an experiment with the object of finding out if the obstruction thus caused will result in a silting up on the Bank. I do not anticipate much result from the experiment.

22. Some little difficulty has been experienced with the Chinese Staff of the Lighthouses. After being trained to their work of watch-keeping in the lantern, they frequently find the duty too irksome and laborious, and leave, with or without permission, as most convenient to themselves. A new man has then to be obtained and his training taken in hand, and with a temperature in the lantern of 83° as it often is in the Summer nights the duty of training these men, which falls on the European Light-keeper, is a very trying one, seeing that he has his own watch to keep besides. Notwithstanding this, the lights have been efficiently maintained. I propose, however, recomending that a better class of Chinese shall in future be obtained for the posts of Light-keepers, these to receive higher rates of wages than at present, and to give security for the proper performance of their duty, and entering into an agreement to serve for a certain length of time.

BOKHARA ROCKS.

23. During the past year, experiments have been made by the Royal Engineers, with the object of determining the practicability or otherwise of blasting a portion of the Bokhara Rocks, so as to obtain a minimum depth over the Rocks of 5 fathoms. These experiments have shown that without special appliances the operation cannot be successfully carried out. The matter is, however, still receiving attention.

GOVERNMENT GUNPOWDER DEPOT.

25. The condition of the Magazine is not such as might be desired. For several years, white-ants have been at work in the rafters of the roof, and although their depredations have from time to time been restored the pests themselves have not been got rid of. The eastern outer wall is cracked owing apparently to the subsidence of the foundation. The wharf also is in a state bordering on the 'unsafe.' The subject also of excluding the public from the precincts of the Magazine is one which, I submit, should receive consideration. At present, this is the only portion of Stone Cutters' Island where the public can land without special 'Permit' and when it is considered with what care such like premises are generally guarded, the omission in this cases seems to call for remark.

IMPORTS AND EXPORTS (OPIUM) OFFICE.

26. The Return shows that during the year the amount of opium reported was as follows:—

Imported	67,420¾	chests.
Exported	61,808¾	"
Through cargo reported but not landed	12,306½	"

19,327 Permits were issued and a daily memo. of exports was sent to the Kowloon Customs Office.

I have the honour to be, sir, your most obedient servant,

R. MURRAY RUMSEY, Ret. Com., R.N.,
Harbour Master, &c.

The Hon. W. M. Deane, Acting Colonial Secretary, &c., &c., &c.

REPORT ON THE PROPOSED DISTRIBUTARY SYSTEM OF THE VICTORIA WATERWORKS.

Hongkong, Dec. 28, 1889.

To the Honourable The Colonial Secretary.

Sir,—I have the honour to report that I have examined the project for the distribution of Water in the City of Victoria, Hongkong, prepared by Mr Cooper, A.M.I.C.E., and submitted to you, with his letter dated 13th April, 1889, (C.S.O. No. 986.)

2. I beg to recommend the adoption of this project, subject to certain slight alterations and additions, which I shall describe, in detail, later on. Before doing so, however, it is necessary to describe shortly, the principal features of the original project.

3. It is proposed to connect the extremity of the Pokfulam aqueduct, near to the Albany Tanks, with the new Tytam Filter-beds, by means of a pipe, so that any surplus water, afforded by the Pokfulam system, over and above the quantity that can be conveniently filtered and distributed from the filter-beds, now in process of construction, near to Victoria Battery; may pass on to the Tytam Filters, and there purified and distributed; just as if it came from the Tytam Reservoir.

4. Mr Cooper points out that the storage capacity of the Tytam Reservoir bears a larger proportion to its collecting area than that of Pokfulam. Consequently the Pokfulam Reservoir may be full to overflowing, whilst the Tytam is still only partially full. Under these conditions, the proposed connection allows of the greater part, indeed of the whole of the supply, being taken from Pokfulam; so as to prevent an overflow and waste of water there; whilst the surplus storage of Tytam is being fully utilised. In short it makes it possible, not actually indeed, but in effect, to store in the Tytam Reservoir surplus water, for which there is no room in the Pokfulam Reservoir; and thus to increase materially the available supply, in dry years; which is, after all, the true measure of the capacity of a waterworks. It greatly reduces the risk of interruption to the supply, in the event of an accident to the Tytam conduit, such as that which happened during the recent heavy rains, and which may, therefore, take place again. I therefore recommend the adoption of this arrangement.

5. The surface of the water in the Tytam Service-reservoir is 383·8 feet above Ordnance Datum. That of the Pokfulam Service-reservoir is 436 feet above mean-sea. Taking the level of the Praya to be about 12 feet above Ordnance Datum; the pressure in the mains along that street would be, at times, 372 feet and 424 feet; according as the supply were derived from the one or the other reservoir; or 161lbs. per square inch and 184lbs., respectively.

6. A pressure of about 100 lbs. to 120 lbs. per square inch, or 220 to 280 feet of water, is the highest to which house-services and fittings can be conveniently subjected continuously. Higher pressures than these necessitate specially strong and costly house-fittings, or exaggerate the waste due to their imperfection. The above mentioned pressures are amply sufficient for fire-extinction, especially when, as in the present case, the pressure may, at a moment's notice, be supplemented or augmented, by admitting water from more elevated districts. The true art of fire prevention consists, rather in the provision of ample means for prompt application, than in great quantity or very high pressure of water. With buildings of the ordinary height, efficient fire-service is rendered, even with pressures as low as 60 to 80 feet of water (26 lbs. to 34½ lbs per square inch).

7. In accordance with this principle, the project divides the town into zones, according to the elevation of the ground. The lowest zone extends from the sea to the contour of 150 feet (approximately): from the Praya, to a little above Staunton Street, Market Street; and High Street to the west. Eastward of the City Hall, it embraces the whole of the area, at present, inhabited. The next zone is between the contours of 150 and 250, and consists principally of the tenements adjoining Caine Road. The third zone includes the remaining part, up to the Pokfulam aqueduct, consisting principally of the tenements, abutting on Robinson Road.

8. The low-level zone is to be supplied from both aqueducts, the distributary system being united throughout. The pressure is reduced to the limit prescribed in para. 6, by reducing valves.

9. The second or Caine Road zone is supplied, principally from Tytam, under the unreduced pressure due to the elevation of the reservoir on Bowen Road. In the eastern part, the supply from Tytam is to be supplemented from Pokfulam if necessary.

10. The third or Robinson Road district is supplied direct from Pokfulam only; it consists principally of the houses between Robinson Road and the Pokfulam aqueduct.

11. This arrangement is sound in principle. Provision has been made, for connecting one zone, direct to the other, in case of fire, either partially or throughout its whole extent. The several districts and sub-districts may each be shut off separately, and each may be supplied from either source. Thus the risk of interruption is reduced to the minimum.

12 It is with regard to the extent and manner of supply of the upper district, that a modification of the original project seems desirable. Many houses are so near to the level of the Pokfulam aqueduct, that the water will rise but little above the ground-floor. To afford even this imperfect supply, pipes must be provided of diameters out of ordinary proportion to the extent and importance of the district, 12," 10," & 8"; as large as the principal mains in the lower zone. The available head is so small, that loss by friction has to be reduced to a minimum by enlarging the diameter of the pipe

13. Eastward of the termination of the Pokfulam aqueduct, at the Albany Tanks, houses exist, even as high as 600 feet above the sea. I see no reason why the restriction, as to building above the aqueduct, should not be abolished along both conduits. Proper precautions being adopted for the drainage of such districts the water would be perfectly safe from contamination. Indeed if the surface of the Pokfulam aqueduct were converted into a public road, like the Bowen Road, its waters would be much safer than its present condition, difficult of access, unseen, and where in cutting, forming a convenient latrine for grass-cutters and builders.

14. A district therefore exists already, and will probably extend, which cannot be supplied with water, from either aqueduct, by direct gravitation. To give water to this district, either a subsidiary waterworks, at a high level, must be constructed (not a very easy task,) or water must be pumped to them, from the existing works. It is true that it might be possible to collect water, sufficient for the immediate wants of the district, from water-courses, on the hill-sides above them. This would be scarcely a satisfactory arrangement. The gathering-grounds of these sources must be watched and protected from pollution. Filtration also would be necessary. These scattered waterworks would be difficult of access, and therefore imperfectly supervised. It is desirable to concentrate the works, as much as possible. Lastly, a demand has arisen for a water-supply for the Peak District.

15. The reduction of pressure in the water, supplied to the lowest zone, forms an available source of mechanical power. The low-level zone will be, as it were, supplied from subsidiary reservoirs constructed at a level of say 275 feet above Ordnance Datum. That for the Tytam system would be about the level of the gardeners' houses, on the Garden Road, that for Pokfulam, a little above Bonham Road. The reducing valves, already mentioned, perform the work of a ball-valve regulating the level of the water in the reservoirs, opening and admitting water when it is low, shutting it off when full. With this difference however that they act, not by the rise and fall of the water-surface in a cistern, but by the rise or fall of pressure in the pipe beyond them; and thus do away with the necessity for a reservoir.

16. Taking the average daily consumption of Pokfulam water, by the lower district at 750,000 gallons per day, or 520 gallons per minute, falling from 336 feet (the level of the bottom of the Pokfulam Reservoir) to 275 feet; the power developed would be 25 horse power, or sufficient to raise about 60 gallons per minute or 86,400 gallons per day to a height of 1,364 feet above the bottom of the Pokfulam Reservoir, or to a height above the Ordnance Datum of 1,800 feet, that of the Observatory at the Peak.*

17.† Similarly, for the Tytam system, 1,500,000 gallons a day, or about 1,000 gallons a minute, falling from the level 354' (the bottom of the reservoir) to 275' would develop about 24 horse power, sufficient to raise 230 gallons a minute † to a height of 346 feet above it, or to the level 700 above the sea, which would be more than sufficient for the Robinson Road zone, and would include the highest existing house on the Peak Road.

18. In the preceding calculations no deduction has been made for friction and other losses. Estimating these liberally, however, it may be safely asserted, that by the use of motors, worked by the surplus head of the aqueducts, above that proper for the lowest zone of the town, and driving pumps; then for every hundred gallons consumed by the lower zone from Pokfulam Reservoir about six gallons may be pumped to the Peak; and for every 100 gallons used by the same zone from Tytam Filters, about 10 or 12 may be pumped, high enough to supply all houses in the highest zone up to about 500 above the sea.

19. The actual quantity pumped, in each case, is proportional to the quantity used by the lower zone, and cannot be calculated independently. But the lower zone includes by far the greater part of the total population. The quantity that may thus be pumped will, in any case, be considerable, probably in excess of the wants of the higher districts for some time to come. In any case there is an available source of power, affording a means of extending the area which can be supplied with water, without expenditure for fuel, which is too considerable to be neglected.

20. The general arrangement proposed is, therefore, briefly, as follows:—Tytam water will be distributed by two main-pipes, serving the lower and middle zones. One 10" diameter already laid, down Garden Road, will serve the eastern districts, the other of 14" will serve the central portion of the lower zone, and the eastern part of the middle or Caine Road zone. This pipe will run down the Albany Road to the junction of Caine Road and Arbuthnot Road. Here will be a connection to the existing Caine Road main. Immediately beyond this point the pressure will be reduced, and a hydraulic-motor and pumps fixed. From this point again the water for the lower central zone, will be carried forward in a main running along Hollywood Road, and ultimately joining the Pokfulam lower-zone system. A large branch will be carried, from Arbuthnot Road, down Pottinger Street, to supply a main running from east to west, along the Praya. To the westward this main will be connected to the Pokfulam system, to the eastward, with the Garden Road main; and it will then be continued, gradually reducing in size to the eastern extremity of the town. The pressure, in the Garden-Road main, will be reduced, near to the gardeners' houses, so that Des Voeux Road and Kennedy Road may be supplied, under full pressure. At this point also Motor No. 2 will be erected.

21. On the west, the Pokfulam water will be conveyed from the filter-beds and service reservoir, now under construction, through a 12" main to the Bonham Road, a little to the westward of West Street. Here the pressure will be reduced, and Motor No. 3 erected. Before reduction takes place, a connection will be made with the existing 10" main, to supply the western part of Caine Road district. From this point, which may be called the Western Pumping Station, the water for the lower zone will be carried for a short distance, eastward, along Bonham Road, then northward, along the Western Street to High Street and down East Street, where it will connect to the Praya and Queen's Road mains, which will branch off eastward, and connect with the Tytam system, already described. The western branches will be carried out to West Point.

22. Thus, the whole of the lower zone may be supplied from either one or other source, and by suitable valves the supply may be divided over the area, as may be most convenient. If, on the east, the consumption were to increase beyond that which the mains, now provided, can conveniently carry, then their conveying power could be easily increased, by constructing, near Morrison Hill, an Equilibrium Reservoir, capable of holding say, 300,000 gallons; and connecting it with the extremity of the main. By equalising the flow, this reservoir would have the effect of an increase in the size of the pipes. Then again, a main will no doubt be required along the Kennedy Road, when the sites along it are sold. Similar arrangements for meeting an increased demand can be made, on the west extremity of the town, when that becomes necessary. Calculation shews that the proposed pipes are ample in size, for present and even future wants, for many years to come. It might, however, be well to select and reserve sites for the Equilibrium Reservoirs at the extremities of the City, so that they may not be found occupied, when wanted.

23. The Motor No. 3, at the Western Pumping Station, is mainly intended for the Peak supply But it may be used to supply the Robinson Road district, in conjunction with, or in lieu of, Nos. 1 and 2 Motors, should they be stopped, from any cause. From it, a 3" wrought-iron, pumping-main will be laid to a reservoir near the Flagstaff, whence the Peak District will be supplied. The details of the distribution of this supply form no part of the subject of the subject of this Report, and indeed have not, as yet, been worked out. At a point near to this pumping-main, at about 600 feet above Ordnance Datum, a small reservoir should be erected, for the Robinson Road. From it a pipe is to be laid down to the Pokfulam aqueduct, along it, westwards to the Robinson Road, where it will be joined to the existing mains, along that street.

24. The delivery-pipes of Nos. 1 and 2 Motors, at what may be called the Garden Road and Glenealy Pumping Stations, will unite with each other; and with the Caine Road main, near to the point where it crosses the Glenealy stream. Thence, the water pumped by both motors will rise to a service reservoir, situated immediately behind Belilios Terrace, at the level 500, and having a capacity of 100,000 gallons. A pipe will also be carried up, from Motor No. 1 to a small service reservoir, at the level 700, at the side of the Peak Road, for the supply of Queen's Gardens. In this manner, the upper zone, like those below, will have a source of supply and a reservoir at each end, though, in this case, the principal, or normal source of supply is from the Tytam Filter-beds.

25. The proposed Hydraulic Motors are exceedingly simple, and practically automatic; wanting no attention, beyond an occasional oiling. Nevertheless, it is prudent to provide a steam-engine to replace the motors, if they are stopped by accident or designedly. The water supply from either of the aqueducts may, occasionally, be interrupted, on account of cleaning, alteration, or repairs. Moreover the quantity of water raised to the higher level, must always bear some fixed proportion to the consumption in the lower; and it may happen that the upper zone will, at times, require more than this fixed proportion. It will therefore be necessary to erect, at the Western Pumping Station, a steam-engine cable of pumping to the Peak. This engine will be almost identical with that for which a specification has been submitted in connection with a report on the Peak water-supply. With the steam-engine, the water-supply of the upper systems is practically secure. If the Pokfulam aqueduct is shut off, the steam-engine can take Tytam water, from the general system of main, and raise it to the Peak, or to Robinson Road district. If the Tytam water is shut off, then the steam-engine can assist the western motor in supplying both districts.

26. The proposed motors are small, occupying about 5'0" by 3'0" floor space, so that no costly buildings are required for their reception. Judging from the cost of direct-acting steam-pumps, which they generally resemble in design, they will cost, at the utmost, about 3,500 dollars each, delivered and fixed. It is not, I am aware, economical to use one and the same motor to pump, to different lifts, because the consumption of working-water is the same, whether the motor does its full, or a reduced duty. It may, hereafter, prove desirable to provide separate motors for different lifts, so as to utilise to the utmost the full available power. No. 1 Motor is that most urgently required to supply the houses along the Peak Road. I recommend that this should be provided at once, and also the steam-engine for pumping to the Peak. With these, the supply of the elevated districts may be commenced at once and continued, without fear of interruption. The experience gained in working No. 1 Motor will be of the greatest use in designing the others, so as to obtain from them the maximum effect.

27. The reducing valves, before mentioned, will be retained, in connection with the motors, so that if they stop, the valve will open and let the water pass on to the town at the reduced pressure, just as though the motor were not there.

28. The reduction of pressure has been objected to, on the ground that it diminishes the value of the water, as a source of power for working lifts and the like. I do not consider that the direct connection of hydraulic machinery with the water-mains, is a practice to be encouraged; the more so, in the case of lifts, which require large quantities of water, at irregular intervals. This tends to produce shocks and irregularities in pressure. The water used is, moreover, wasted. The pressure, even without reduction, some 200 lbs. per square inch, at the utmost, is insufficient to work motors, such as lifts, economically. A large quantity of water is required to produce a given mechanical effect, and the working-parts must be large and costly. Then, the pressure in the mains of a town is ever varying, according to the consumption, so that not more than, perhaps, the half of the maximum pressure can be counted upon for working machinery. Otherwise, the lift or motor would be liable to cease working, whenever a fire-hydrant is opened, for the purpose of cleansing the mains.

29. The usual pressure for working hydraulic machinery lifts, cranes, and the like, is about 700 lbs. per square inch. The water, pumped to the Peak, when delivered at the Praya, would have a pressure of about 774 lbs. per square inch. If the distribution of mechanical power, by water under pressure, is to form part of the scheme, it will be most advantageously done, in conjunction with the Peak supply, by enlarging the main and increasing the engine-power. Specially constructed hydraulic pressure mains must be laid throughout the district, to which the power is to be supplied.

30. Special installations, for the hydraulic distribution of power, have been made in London, and other large commercial cities. It may be that, when the Praya Extension is finished, there may be an opening for an undertaking of this kind, which could, however, be most easily conducted by private enterprise.

31. I have now described the system, for the distribution of water through the streets in Victoria, as devised by Mr. Cooper, and modified by myself, with his assistance and concurrence. It would take too long to describe, in detail, the arrangements of the minor distributary pipes. It will, however, be planned in accordance with the following principles. Every street will have a service-main; which will, wherever possible, be connected, at both ends, with a principal main, so as to avoid 'dead-ends' where stagnation takes place and sediment accumulates. The branch, or service-mains, will be properly commanded by sluice-valves, so that they can be shut off in detail. Fire-hydrants will be fixed at street corners, and elsewhere, so that any dwelling may be commanded with a moderate length of hose (say 100 yards) as a maximum.

32. I strongly recommend that the fire-hydrants be reserved, strictly, for fire extinction, and the service of the waterworks. They are far too large; and afford too much water for street-watering; and fire-hose is too heavy and clumsy for this purpose. It is far more economical to provide, for street-watering, special small hydrants, at frequent intervals; connected, preferably, to a separate main of small diameter. Strada Reale, Malta, is not merely sprinkled, but the asphalt is thoroughly washed and scrubbed with brooms and squeegees, by means of a 1½ inch hose provided with a ½" nozzle. The pressure there, is not more than about 70 feet. Here, probably, a 1" hose would do all that is wanted. Such a small hose is much more easily manipulated than a full-size fire-hose. Indeed, these small hoses will afford a material addition to the fire protection, as a first line of defence; owing to the rapidity with which they may be coupled on, and brought to bear.

33. Having thus described the system for bringing the water to the door of the house, the method of taking in and making available for its inhabitants, remains to be discussed. This, the most important link, in the whole chain of operations involves, not merely technical, but financial and legal considerations. It will therefore be discussed in a separate report which I shall shortly lay before you.

34 I have also to submit an estimate of the probable cost of the additional works, proposed for the supply of the upper districts; this will be ready in a few days.

35. In conclusion I beg to recommend that the works be commenced as soon as the pipes arrive. Whenever practicable, it will be well to execute both water and drainage works simultaneously, in each street. I hope therefore to be able to report on some section of the drainage system, at an early date, so that if any recommendations are approved by Government, the double work may go on at once.

I have the honour to be, Sir, Your obedient Servant,

OSBERT CHADWICK.

* Mr Leish has estimated the possible future consumption of the Peak District at 45,000 gallons a day.

† 48,000 gallons a day.

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C. D. HARMAN,
Agent.

Hongkong, May 12, 1890. 879

NORDDEUTSCHER LLOYD.

NOTICE.

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Hongkong, May 12, 1890. 877

CANADIAN PACIFIC STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE, *VIA* THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship *BATAVIA*, 2,553 Tons Register, Capt. WILLIAMSON, will be despatched for VANCOUVER, B.C., *viâ* NAGASAKI, INLAND SEA, KOBE and YOKOHAMA, on THURSDAY, the 12th June, at Noon.

To be followed by the S.S. *ABYSSINIA*, on the 3rd July, and S.S. *PARTHIA*, on the 24th July.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast Points, by the regular Steamers of the PACIFIC COAST STEAMSHIP COMPANY and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—

To Vancouver & Victoria, (Mex.)	$210.00
To Montreal, New York, &c.	290.00
To Liverpool	325.00
To London	330.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to points in the United States, should be sent to the Company's Offices, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 p.m. on the 11th June.

All Parcels must be sent to our Office and should be marked to address in full, and the same will be received by us until 5 p.m. the day previous to sailing.

For information as to Passage or Freight, apply to

ADAMSON, BELL & Co.,
Agents.

Hongkong, May 16, 1890. 906

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA;

ALSO

LONDON, HAVRE AND BORDEAUX.

ON THURSDAY, the 5th June, 1890, at Noon, the Company's S.S. *SAGHALIEN*, Commandant HOMERY, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 4th June, 1890. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, May 23, 1890. 954

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, *VIA* THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship *GAELIC* will be despatched for San Francisco, via Yokohama, on SATURDAY, the 14th June, at 1 p.m.

Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

First-class Fares granted as follows:—

To San Francisco	$225.00
To San Francisco and return, available for 6 months ...	393.75
To Liverpool	325.00
To London	330.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers by this Line have the option of proceeding overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10 %. *This allowance does not apply to through fares from China and Japan to Europe.*

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent.

Hongkong, May 22, 1890. 945

Intimations.

WINDSOR HOUSE,
HONGKONG,
No. 8, QUEEN'S ROAD CENTRAL,
PRIVATE BOARD AND RESIDENCE, AND FAMILY HOTEL.

This ESTABLISHMENT is situated in a most central position, opposite the Telegraph Office and two doors from the Chartered Bank. It offers FIRST-CLASS ACCOMMODATION to RESIDENTS and TRAVELLERS, has a Spacious DINING ROOM, and a large number of well FURNISHED BED-ROOMS with all comforts. A Good Table kept.

TABLE D'HOTE:—Breakfast, 8.30 a.m.; Tiffin, 1 p.m.; Dinner, 7.30 p.m.

BOARD by the Month, Day, or Single Meals, *at reasonable rates.*

ARRANGEMENTS CAN BE MADE TO SERVE MEALS IN GENTLEMEN'S QUARTERS.

CONTINENTAL LANGUAGES SPOKEN.

MRS. BOHM,
Proprietrix.

Hongkong, August 30, 1889. 1682

NOW READY.

VOLUNTEERS AND THE DEFENCE OF HONGKONG.
A SKETCH.

PRICE, - - - - - FIFTY CENTS.

To be had at Messrs. LANE, CRAWFORD & Co.; Messrs. KELLY & WALSH; and Messrs. W. BREWER & Co.

August 14, 1889. 1582

BALL PROGRAMMES FOR SALE.
IN NEW SHADES AND PATTERNS.

'CHINA MAIL' OFFICE,
2, WYNDHAM STREET.

COLLEGE OF MEDICINE FOR CHINESE.

RESIDENTS in the Colony would materially aid the SENATE of the COLLEGE by forwarding to the ALICE MEMORIAL HOSPITAL

(1). Glass Jars (for museum purposes).
(2). Illustrated Papers and Books for the Student's Reading Room and Library.

Address to

JAMES CANTLIE,
Hon. Sec. to the College.

Hongkong, August 7, 1889. 1317

Intimations.

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

LIST OF SUBSCRIBERS TO THE HONGKONG TELEPHONE EXCHANGE.

1.—'The Hongkong Telegraph.'
2.—Cantlie, Dr J.; Manson, Dr P.; Hartigan, Dr W.
3.—Cantlie, Dr J., Residence.
4.—Vernon, J. Y. V.
6.—The China & Japan Telephone Co., Ld.
7.—Pocsnecker, L.
8.—Arnhold, Karberg & Co.
9.—The Hongkong & Shanghai Banking Corporation.
10.—Chater & Vernon.
11.—Peak Hotel & Trading Co., Queen's Road.
12.—'Daily Press.'
13.—Russell & Co.
14.—E. E. & A. China Telegraph Co., Ld.
15.—Central Police Station.
16.—Watson, A. S., & Co.
17.—Douglas Lapraik & Co.
18.—Butterfield & Swire.
19.—P. & O. S. N. Co.
20.—Hongkong & Whampoa Dock Co., Ld.
21.—Cruickshank, W.
22.—'China Mail.'
23.—Jordan, Dr G. P.
24.—The Hongkong & China Gas Co., Ld.
25.—H.K. & Whampoa Dock, Aberdeen.
26.—Alice Memorial Hospital.
27.—Holliday, Wise & Co.
28.—Holliday, J. F.
29.—Peak Hotel.
29a.—Peak Hotel & Trading Co., Craigieburn
30.—China Borneo Co., Ld., Steam Saw Mill.
31.—Gibb, Livingston & Co.
32.—Hongkong Hotel, Public Telephone.
33.—Hancock, W. St. John H., C.E.
34.—Cruickshank, W., Victoria Dispensary.
35.—Brodie, W., Residence.
36.—Ah Yon & Co.
38.—Linstead & Davis.
39.—Foster, F. T. P.
40.—The Borneo Company, Limited.
41.—Adamson, Bell & Co.
42.—Dodwell, F.
43.—Jordan, Dr G. P., Residence.
44.—Government House.
45.—Hughes & Ezra.
46.—Belilios & Co.
47.—Belilios, E. R., Kingsclere.
48.—Belilios, E. R., Peak.
49.—Carlowitz & Co.
50.—Imports & Exports Office.
51.—Morris & Ray.
52.—Layton, B., Residence.
53.—Judd, W.
54.—Webber, J. F.
55.—Hartigan, Dr W.
56.—Victoria Hotel, Public Telephone.
59.—Soy Shing.
60.—Dakin Bros. of China, Ld.
61.—Stevens, Geo. R., & Co.
62.—Stevens, Geo. R., Residence.

☞ Subscribers will oblige by correcting their Lists accordingly.

A. SANDFORD,
Agent.

Hongkong, April 5, 1889. 647

Intimations.

CHAS. J. GAUPP & Co.,
Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.

VOIGTLANDER'S CELEBRATED BINOCULARS AND TELESCOPES.
RITCHIE'S LIQUID AND OTHER COMPASSES.
ADMIRALTY & IMRAY CHARTS, NAUTICAL BOOKS.
English SILVER & ELECTRO-PLATED WARE.
Christofle & Co.'s ELECTRO-PLATED WARE.
GOLD & SILVER JEWELLERY in great variety.
DIAMONDS —AND— DIAMOND JEWELLERY,
A Splendid Collection of the Latest LONDON PATTERNS, at *very moderate prices.* 742

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS and ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, NONE of the Company's FOREMEN should be at hand, Orders for REPAIRS if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the Event of Complaints being found necessary, Communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary.

Hongkong, August 25, 1885. 1458

DENTISTRY.

FIRST CLASS WORKMANSHIP.
MODERATE FEES.

MR. WONG TAI-FONG,
Surgeon Dentist,
(FORMERLY ARTICLED APPRENTICE AND LATTERLY ASSISTANT TO DR. ROGERS,)

AT the urgent request of his European and American patients and friends, has TAKEN THE OFFICE formerly occupied by Dr. ROGERS,
NOW HAS REMOVED TO
18, *D'AGUILAR STREET,*
behind HONGKONG CLUB.

CONSULTATION FREE.

Hongkong, January 18, 1890. 122

Vol. XVIII.—No. 4.
'CHINA REVIEW'
IS
NOW READY.

SHARE LIST. QUOTATIONS—MAY 30, 1890

Stocks	Nos. of Shares.	Value.	Paid-up.	Closing Quotations, Cash.
BANKS.				
Hongkong and Shanghai Bank Corp.	60,000	$ 125	all	$196 ½ prem.
MARINE INSURANCES.				
Canton Insurance Office Co., Ld.	10,000	$ 250	$ 50	$122, sales
China Traders' Insurance Co., Ld.	24,000	$ 83.33	$ 25	$71
Chinese Insurance Co., Limited	1,500	$ 1,000	$ 200	nominal
North-China Insurance Co., Ld.	5,000	£ 200	£ 50	Tls. 335, ex div.
Straits Insurance Co., Ld.	30,000	$ 100	$ 20	$20
Union Insurance Society Co., Ld.	10,000	$ 250	$ 25	$100
Yangtsze Insurance Association, Ld.	8,000	£ 25	all	Tls. 90
FIRE INSURANCES.				
China Fire Insurance Co., Ld.	20,000	$ 100	$ 20	$84
Hongkong Fire Insurance Co., Ld.	8,000	$ 250	$ 50	$365
Straits Fire Insurance Co., Ld.	20,000	$ 100	$ 20	$18, buyers
FIRE AND MARINE INSURANCES.				
Singapore Insurance Company, Ld.	40,000	$ 100	$ 20	$14½
DOCKS.				
H'kong & Whampoa Dock Co., Ld.	12,500	$ 125	all	54 % prem.
STEAMBOATS.				
China and Manila S. S. Co., Ld.	3,500	$ 50	all	$103
Douglas Steamship Co., Limited	20,000	$ 50	all	$55
H. K. C. and M. Steamboat Co., Ld	80,000	$ 20	all	$37, sales
Indo-China S. N. Company, Limited	60,000	£ 10	all	25 % dis., sellers
Steam Launch Company, Limited	2,000	$ 50	$ 30	par, buyers
REFINERIES.				
Oliva Sugar Company, Limited	15,000	$ 100	all	$185
Luzon Sugar Company, Limited	7,000	$ 100	all	$75, sellers
WHARVES.				
HK. & Kow. Wharf & Godown Co.	20,000	$ 50	all	$73
LAND AND BUILDING.				
Hongkong Land Investment and Agency Company, Limited	50,000	$ 100	$ 50	$91, sellers
Kowloon Land and Building Company,	6,000	$ 50	$ 30	$17, buyers
Peak Building Company,	.....	.....	$ 7	$10
Richmond Terrace Building Co.	1,000	$ 100	all	$200
Shanghai Land Company,	.....	.....	Tls. 20	Tls. 24
West Point Building Co., Limited	12,500	$ 50	$ 41	$47, nom.
Trust and Loan Co. of China &c., Ld.	99,875 *1,250	£ 10 £ 1	£ 1.15 £ 1	$12½, sellers £20
TRAMWAYS.				
HK. High-Level Tramways Co., Ld.	1,200	$ 100	all	$125
MINING.				
Jelebu Mining & Trading Co., Ld.	4,500	$ 5	all	$4
Pinjom & Sungkie Dua Samatan Mining Co.	60,000	$ 10	all	$9½
Selama Tin Mining Company, Limited	115000 25,000	$ 5 $ 5	$ 2 $ 5	$3, sales $6
Société Francaise des Charbonnages du Tonkin	8,000	Fcs. 500	Fs. 50	$350, nom.
The Balmoral Gold M'ing Co., Ld.	15,000	$ 10	all	$13½
Imuris Mines, Limited	175000	£ 1	15/	$5, sellers
PLANTING, ETC.				
China-Borneo Company, Limited	7,500	$ 100	$ 50	nominal
Darvel Bay Trading Company, Ld.	4,000	$ 25	$ 8	
East Borneo Planting Co., Limited	4,000	$ 50	$ 40	
Labuk Planting Company, Limited	5,000	$ 50	$ 20	
Songei Koyah Planting Co., Ld.	5,000	$ 50	$ 40	
H. G. Brown & Co., Limited	6,000	$ 50	all	
The Lamag Planting Co., Limited	6,000	$ 50	$ 25	
HOTELS, ETC.				
Austin Arms Hotel and Building Company, Limited	4,000	$ 50	$ 25	25 % dis.
Hongkong Hotel Company, Ld. 3,000 shs issued	3,000	$ 100	all	$200
Peak Hotel & Trading Co., Limited	4,000	$ 50	$ 20	$20, nom.
Borneo Hotel and Stores Co., Ld.	1,000	$ 50	$ 30	$32 nom., ex div.
Shameen Hotel & Land Co., Ld.	5,000	$ 100	$ 20	$8, nom.
DISPENSARIES.				
A. S. Watson & Co., Limited	50,000	$ 10	all	$22, sellers
Cruickshank & Co., Limited	1,600	$ 50	all	$40, nom.
LIGHTING.				
HK. and China Gas Co., Limited	5,100	$ 100	all	$139, sellers
New Shares	1,900	$ 100	$ 7.10	
Hongkong Electric Co., Limited	30,000	$ 100	$ 60	$8, cash
BRICK AND CEMENT.				
Green Island Cement Co., Ld.	20,000	$ 50	all	$31, nom.
Hongkong Brick & Cement Co., Ld.	4,000	$ 25	$17.50	$15, nom.
MISCELLANEOUS.				
A. G. Gordon & Co., Limited	6,000	$ 25	$ 20	$20
Campbell, Moore & Co., Limited	1,200	$ 100	all	$11
Geo. Fenwick & Co., Limited	6,000	$ 25	$ 25	$25
Hongkong Bakery Company, Ld.	800	$ 50	all	$80, nominal
Hongkong Dairy Farm Co.	3,000	$ 100	all	$12, nom.
Hongkong Ice Company, Limited	5,000	$ 25	all	$100, sellers
H'kong Rope Manufactory Co., Ld.	8,000	$ 50	all	$118, nominal
Marinburk Furniture Co., Ld.	3,000	$ 25	$ 6	nominal

* Founder's shares

LOANS.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1881	$1,394,700.14	$500	8 % p. annum	3 % prem., nominal.
" " 1884	$1,504,700.14	$500	8 " "	5 % prem. "
" " 1886	Tls. 767,200	Tls. 250	7 " "	4 % prem. "
DEBENTURES.				
Hongkong Hotel Mortgage Debentures, 1889	$ 400,000.00	$500	6 " prem.	$501

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in this Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked as near the Kowloong shore, and those in the body of the Shipping or midway between each shore are marked so, in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From Kellett's Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessel's Name.	Anchor Sec.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers								
Amoy	...	Lehmann	Ger. str.	815	May 1	Siemssen & Co.	Shanghai	K'loon Dock
Ancona	5 c	Madie	Brit. str.	3142	May 24	P. & O. S. N. Co.	Yokohama & Kobe	To-morrow
Arethuse	5 c	Aubert	Fch. str.	900	May 28	Messageries Maritimes	Haiphong	To-morrow
Ashington	3 c	Zindel	Ger. str.	800	May 30	Siemssen & Co.		
Avochie	3 c	Rowin	Brit. str.	1030	May 27	A. G. Morris	Nagasaki	To-morrow
Benlarig	3 c	Boutelier	Brit. str.	1482	May 25	Gibb, Livingston & Co.	Kobe	To-morrow
Bucephalus	...	Forrester	Brit. str.	1192	May 6	Geo. R. Stevens & Co.	.....	Cos'tan Dock
Chow-chow-foo	3 c	Clausen	Ger. str.	796	May 1	Melchers & Co.	Saigon	To-day
Chow Fa	3 c	Phillips	Brit. str.	1055	May 25	Yuen Fat Hong	Swatow & Bangkok	To-morrow
City of Rio de Janeiro	5 c	Ward	Amer. str.	3548	May 23	P. M. S. S. Co.	San Francisco	3rd prox.
Deuteros	3 h	Dense	Ger. str.	1197	May 26	Ed. Schellhass & Co.		
Diamond	3 h	Snow	Brit. str.	1030	May 28	Chinese	Amoy	To-day
Don Juan	...	Beltran	Span. str.	654	May 3	Brandao & Co.	.....	K'loon Dock
Dorset	8 h	Daniel	Brit. str.	1716	May 30	Mitsu Bishi		
Euphrates	3 c	Edwards	Brit. str.	1650	May 29	Russell & Co.		
Felbridge	...	Ruthen	Brit. str.	1336	May 8	Russell & Co.	.....	K'loon Dock
Fushun	3 h	Croad	Chi. str.	1504	May 28	C. M. S. N. Co.	Shanghai	To-day
Fuyew	3 c	Graham	Chi. str.	986	May 20	C. M. S. N. Co.		
Hankow	5 c	West	Brit. str.	2174	May 27	Siemssen & Co.	Kobe & Yokohama	To-morrow
Ingraban	3 k	Massmann	Ger. str.	786	May 29	Wieler & Co.		
Johann	3 h	Binge	Ger. str.	358	May 28	Wieler & Co.	Hoilow, &c.	To-morrow
Kutsang	5 c	Young	Brit. str.	1498	May 26	Jardine, Matheson & Co.	Calcutta	To-morrow
Lancelot	8 h	Thomas	Brit. str.	1564	May 24	Butterfield & Swire		
Lennox	3 h	Swinnerton	Brit. str.	1324	May 21	Adamson, Bell & Co.	Yokohama & Hiogo	To-day
Loire Inferieure	5 k	Lehuede	Fch. str.	583	May 29	A. R. Marty		
Mario	3 h	Hundewadt	Ger. str.	704	May 28	A. R. Marty	Haiphong	To-morrow
Memnon	10	Dorff	Brit. str.	825	May 28	Butterfield & Swire		
Moray	2 h	Duncan	Brit. str.	1411	May 27	Adamson, Bell & Co.		
Namyong	2 h	Wooldridge	Brit. str.	943	May 28	Chinese		
Namoa	5 h	Pocock	Brit. str.	826	May 20	Douglas Steamship Co.	Coast Ports	1st prox.
Peking	3 h	Schulz	Ger. str.	954	May 28	Siemssen & Co.	Bangkok	2nd prox.
Phra Chom Klao	2 h	Fowlers	Brit. str.	1012	May 29	Yuen Fat Hong	Bangkok	2nd prox.
Phu Quoc	5 c		Fch. str.	234	Sept. 28	Gibb, Livingston & Co.		
Pilot Fish	4 h	Stopani	Brit. tug.	161	Sept. 15	H. K. & W. Dock Co.		
Straits of Belle Isle	8 c	Grige	Brit. str.	1580	May 24	Adamson, Bell & Co.		
Sungkiang	3 c	Dodd	Brit. str.	994	May 20	Butterfield & Swire		
Zambesi	4 c	Parsons	Brit. str.	1540	May 28	Adamson, Bell & Co.		
Sailing Vessels								
C. C. Chapman	4 k	Hichborn	Amer. sh.	1570	April 27	Tong Sang Wo		
Daniel I. Tenney	5 c	Rodick	Amer. sh.	1680	Mar. 28	Gibb, Livingston & Co.		
Elise	8 c	Rowehl	Ger. sh.	1348	May 27	Douglas Lapraik & Co.		
Eme	5 c	Summers	Brit. bqe.	774	Mar. 2	Order		
Joseph H. Scammell	5 c	Bolt	Brit. sh.	1410	May 3	Reuter Brockelmann & Co.		
Landseer	8 c	Loffin	Amer. sh.	1400	May 26	Russell & Co.		
Paramita	5 k	Prescot	Amer. sh.	1495	May 28	Adamson, Bell & Co.		
Patagonia	5 k	Hobbert	Brit. bqe.	1199	Mar. 8	Russell & Co.		
Senator	5 c	Kuzie	Brit. sh.	1474	May 8	Captain		
State of Maine	4 k	Nickels	Amer. sh.	1467	May 14	Chinese		
Tarapaca	6 k	Kennett	Brit. bqe.	495	May 19	Gibb, Livingston & Co.		
Wm. H. Macy	3 c	Amsburg	Amer. sh.	2082	Mar. 31	Order		
Z. Ring	5 k	McLeod	Brit. sh.	1371	May 27	Russell & Co.		

Her Britannic Majesty's Ships on the China Station.

Name.	Rig.	Tons.	Guns.	I.H.P.	Captain.	Where at.
Alacrity	despatch-vessel	1700	4	3180	Com. Chas. H. Adair	Shanghai
Caroline	corvette	1400	—	—	Captain Wm. Wiseman, Bart.	Hongkong
Cordelia	cruiser 3rd class	2380	10	2420	Captain H. T. Grenfell	Manila
Esk	g-bt. 3rd class coast defence	963	3	340	———	In reserve
Firebrand	gunboat 2nd class	465	4	460	Lieut.-Com. Denison	Tientsin
Hyacinth	cruiser	1420	—	—	Captain Robt. W. Craigie	Hongkong
Impérieuse*	twinscrew battle ship	8400	10	10000	Captain William H. May	Amoy
Leander	cruiser 2nd class	4300	10	5500	Captain Burges Watson	Yokohama
Linnet	gun-vessel 2nd class	756	5	1050	Commander Smythies	On a cruise
Mercury	cruiser	3730	—	—	Chas. J. Balfour	Hongkong
Merlin	gunboat 2nd class	430	4	430	Lieut.-Com. G. H. Yonge	Hongkong
Mutine	sloop	1130	10	1120	Commander J. B. Martin	Kobe
Pigmy	gunboat	—	6	1200	Lieut. Com. Hewett	Hongkong
Plover	gunboat	—	6	1200	Captain E. G. Bason	Foochow
Porpoise	steel torpedo cruiser	1730	6	3500	Commander R. W. White	Hongkong
Rambler	surveying vessel	830	3	690	Capt. The Hon. F. C. Vereker	On a cruise
Rattler	gunboat 1st class	715	6	1200	Captain J. G. Baugh	Amoy
Severn	corvette	4000	—	—	Captain Hall	Yokohama
Solent	torpedo mining launch	150	—	—	———	Hongkong
Swift	gun-vessel 2nd class	756	5	1010	Com. The Hon. Richard Bingham	Hongkong
Torpedo Boat No. 35	———	95	—	—	———	In reserve
Torpedo Boat No. 36	———	95	—	—	———	In reserve
Tweed	g-bt. 3rd class coast defence	—	3	—	———	In reserve
Victor Emanuel	receiving ship	5157	14	—	Commodore E. J. [illegible]	Hongkong
Wanderer	sloop	925	4	750	Commander Geo. A. Giffard	Hongkong
Wivern	coast defence ship, armoured	2750	4	1450	———	Hongkong

* Flagship of Vice-Admiral Sir Nowell Salmon, K.C.B., V.C., Commander-in-Chief.

☞ H. B. M. Ships' tonnage, displacements and effective horse powers are given according to H. M. Navy list.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Rig.	Tons.	Guns.	H.P.	Captain.	Where at.
Admiral Korniloff	Russian armored cruiser	8000	18	7000	Captain Alexeyeff	Amoy
Admiral Nakhimoff	Russian armored cruiser	8000	22	8000	Captain Fedotoff	Amoy
Alcout	Russian gunboat	800	—	—	Captain Parenego	Nagasaki
Almirante Barroso	Brazilian cruiser	2000	—	—	Capt. Custodio José de Mello	Nagasaki
Aragon	Spanish cruiser	1002	—	—	Captain A. Solas	On a cruise
Aspic	French gunboat	479	4	450	Commander Malapert	Amoy
Chasseur	French despatch-vessel	—	—	—	Captain Bazard	Amoy
Crayesser	Russian corvette	1234	—	—	Captain P. Rasbtasoff	Manila
Djiggit	Russian cruiser	1200	—	—	Commander Nikonoff	Singapore
Ertougroul	Turkish corvette	1750	—	—	Captain Ali Bey	Nagasaki
Iltis	German gunboat	489	—	—	Captain Ascher	Yokohama
Leipzig	German cruiser	2262	—	—	Captain Plüddemann	Amoy
Lutin	French gunboat	485	4	425	Captain Noël	Tonkin
Mandjour	Russian gun-vessel	1100	9	1200	Captain Tchukniu	———
Marion	U. S. corvette	1900	7	1170	Commander Dyer	Nagasaki
Monocacy	U. S. sloop	1370	6	1470	Lieut.-Com. M. L. Johnson	Nagasaki
Omaha	U. S. corvette	2300	12	1160	Capt. Cromwell	Kobe
Palos	U. S. gunboat	420	6	800	Lieut.-Com. Craig	Nagasaki
Plover	French gunboat	540	—	420	Lieut.-Commander Forrest	On a cruise
Rio Lima	Portuguese gunboat	540	—	—	Captain J. R. Santa Barbara	Macao
Scudre	French transport	—	—	—	Captain Hazel	Haiphong
Sivoutch	Russian cruiser	900	1	1000	Commander Kashintzoff	Hongkong
Sophie	German cruiser	2100	—	—	Captain Hirsing	Hongkong
Swatara	corvette	—	—	—	Commander John McGowan	Kobe
Tejo	Portuguese gunboat	500	3	100	Lieut.-Com. C. F. Coutrim	Macao
Triomphante	French cruiser	4500	—	—	Capt. Cerouillet Landiers	Amoy
Turenne	French frigate	5630	12	4200	Captain Aubry de la Noë	Haiphong
Villars	French cruiser	—	—	—	Captain Mayet	Amoy
Vipère	French gunboat	480	4	425	Commander Gordet	Amoy
Wladimir Monomach	Russian ironclad frigate	6200	18	7200	Captain Dechkoff	———
Wolf	German gunboat	384	—	400	Captain Dreckmann	Nagasaki

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